

The Hongkong Telegraph.

WEATHER FORECAST.
SHOWERY.

(ESTABLISHED 1881.)
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June 10th, 1912; Temperature a.m. 77, p.m. 81; Humidity...89, 72.

June 9th, 1911, Temperature a.m. 84, p.m. 82; Humidity...70, 85.

No. 8809

號六廿月四年子壬

TUESDAY, JUNE 11, 1912.

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TELEGRAMS.	TELEGRAMS.	TELEGRAMS.	TELEGRAMS.	TELEGRAMS.	TELEGRAMS.	NEWS FOR BUSY MEN.
THE TEST MATCH. ENGLAND GOING STRONG. WONDERFUL BOWLING. Reuter's (Service to the "Telegraph.") London, June 10. Received, 11, 12.45 p.m. The second of the series of Triangular Test Matches, opened at Lord's to-day between England and South Africa. The Africans batted first, but were all dismissed for the low total of 58. This was mainly due to the splendid bowling of Foster and Barnes. The former took five wickets for 10 runs, and the latter five for 25. England then went to the wickets, and at the close of play were 122 up for the loss of one wicket. Spooner is not out with 67 to his credit.	LORD HALDANE. TO THE WOOLSACK. Reuter's (Service to the "Telegraph.") London, June 10. Received, 11, 12.6 p.m. Lord Loreburn has officially confirmed the statement that Lord Haldane has formally taken the Great Seal. He will sit on the Woolsack tomorrow when the House of Lords reassembles. TO BE LORD HIGH CHANCELLOR. Later. It is understood that Lord Loreburn has resigned as Lord High Chancellor and that Lord Haldane succeeds him. NEW WAR MINISTER. The Right Hon. Lieut. Col. J. E. B. Seely becomes Secretary of State for War.	THE HOME STRIKE. PROTECTION OF WORKERS. Reuter's (Service to the "Telegraph.") London, June 10, 5.20 a.m. Received, 7.40 p.m. Two hundred Birmingham Police have arrived at Purfleet and Tilbury to protect the workers. EMPLOYERS' PROTEST. London, June 10, 4.20 Received, 11, 4.30 a.m. The Shipping Federation and other bodies of employers have telegraphed to Mr. Asquith protesting against Mr. McKenna failing to protect workers from violence by the strikers. MASTERS' CONDITIONS. Later. The London dockowners have resolved that the Government's proposals are unacceptable, but they state they are willing to negotiate with the men on the basis of cash penalties for breaches of agreement, freedom of employers with regard to non-Unionist labour, and all strikers to resume prior to the negotiations.	THE TROUBLE IN CUBA. ANTI-FOREIGN ASPECT. Reuter's (Service to the "Telegraph.") London, June 10, 1.55 p.m. Received, 11, 12.21 a.m. Reuter's Washington correspondent wires that in consequence of a telegram from the U. S. Minister in Havana, reporting an anti-foreign negro agitation, two warships have been ordered to Havana. GRAVE SITUATION. London, June 10, 6.10 p.m. Received, 11, 8.35 a.m. A further message from Reuter's Washington correspondent says that the Cuban situation is viewed so gravely that Admiral Osterhaus, commanding the U. S. Atlantic Fleet, has gone to observe affairs on the spot. The Squadron at Key West is awaiting orders.	REPUBLICAN CHINA. SMALLER SALARIES. (From Chinese Sources.) Peking, June 11. The Governor General of Kwong-si has telegraphed to the Central Government advocating the enforcement of regulations reducing official salaries. WONG HING. The people in Hunan are proposing to give a reception in honour of his return to his native country. RUSSIA AND JAPAN. It is reported that Russia and Japan have increased their cavalry and artillery forces both in North and Southern Manchuria. EXCHANGE CONFERENCE. President Yuan has given full power to Lau Kaing-yun, Chinese Minister in Holland, to represent China at the International Exchange Conference to be held at the Hague. PREMIER AND MINISTER RESIGN. Tang Shao-yi and Hsiung Hsiung have come to friction owing to the raising of foreign loans. Both have tendered their resignations to the President. OBSTINATE MINISTER. Luk Ching-chung, Minister of Foreign Affairs, declines to conduct negotiations directly with the International Banking group for the raising of foreign loans.	HARD COURT TENNIS. SINGLES CHAMPIONSHIP. Reuter's (Service to the "Telegraph.") London, June 10, 5.20 a.m. Received, 7.10 p.m. Reuter's correspondent in Paris wires that in the final of the Hard Courts Tennis Championships, Froitzheim won the singles, defeating Kreuzer 6-2, 7-5, 4-6, 6-4. Both are Germans. AUSTRALIAN RAINS. London, June 10, 5.20 a.m. Received, 7.10 p.m. Bountiful rains have fallen in the farming and pastoral districts of Queensland and New South Wales. Glorious rain is reported from Broken Hill. FRENCH NAVAL DISASTER. BRITISH SYMPATHY. London, June 10, 3.50 a.m. Received, 5.31 p.m. King George has telegraphed to President Fallieres expressing deep grief at the loss of the submarine Vendemiere and profound sympathy with the French Navy and the families of the victims. Mr. Churchill sent a similar message to M. Delcasse. CANTON NEWS. Peking and the Province. (The "Telegraph" Correspondent.) Canton, June 10. Arising out of the denunciation of the Governor-General by the Canton Council, the Ministry of State Affairs has despatched a telegram to the Governor-General, stating that as the Executive Council has not framed the form of Provincial administration, naturally there is always friction between the Provincial Council and the Governor-General in each Province over the procedure of the administration. The Ministry says that President Yuan's policy is to centralize the Government of the whole of China, and that the State Council has passed a resolution prohibiting the Provincial Councils from drawing up laws for the administration of the Provincial Governments. The Ministry advises the Governor-General not to entertain any ill-feeling towards the Canton Council, as the day for the confederation of the provincial governments is not far distant. A District Rising. In Sipau village, of Shuntak district, about 100 ruffians created a rebellion against the new Government the other day, seizing all the arms and ammunition from the local soldiery. They all had a piece of cloth tied round their wrists, bearing characters meaning "The Southern Rising Army". Already five regiments of troops have been despatched from Canton to suppress the rising. Macao Dispute. The Governor-General has written to the Governor of Macao regarding the alleged collection of a land tax in Colowin and other places not far from Macao by the Portuguese authorities. The Governor-General says in his letter that the people there have submitted a petition to him regarding this matter, together with one from the Society for Upholding the Question of the Delimitation of the Macao Boundaries. He has already directed the Commissioner to look into the stipulations of the Treaty and then to refer the matter to the Portuguese Consul-General in Canton, who has been requested to notify the Governor of Macao to withdraw the proclamation on this subject. No reply has, however, been received from the Governor of Macao. TO EUROPE. Peking, June 11. Wong Ching-wai and Li Yau-ching left Peking for Europe on the 8th inst.—"Sai Kai Kung Yak Po."	INDIAN OPIUM TRADE. POSITION WORSE. London, June 10. Received 11, 12.45 p.m. Reuter's Simla correspondent states that the opium position in China is becoming worse, but the Government of India, after consulting experts, opposes the restriction of certified sales on the grounds of necessity to protect forward sellers and the grave loss to Indian revenue which would be involved. TAFT V. ROOSEVELT. THE PRESIDENT'S ADVANTAGE. London, June 10, 4.50 a.m. Received, 5.31 p.m. The National Committee, which met on Saturday, has hitherto decided every contested delegation in favour of President Taft, as the Rooseveltists declare, regardless of merits. Taft has been thus given seventy-two additional delegates and Roosevelt none. It is expected that this process will be continued throughout. ROOSEVELT INDIGNANT. Mr. Roosevelt has issued a statement regretting that there is no Federal law governing the National Convention Nominations. Election officials, he says, have repeatedly been sent to prison for actions worse than the procedure of the Committee. AUSTRALIA'S NEED. London, June 10, 5.20 a.m. Received, 7.10 p.m. The Sydney correspondent of Reuter wires that Lord Denman, Governor-General of the Commonwealth, in opening the Commonwealth Small Arms Factory at Lithgow, New South Wales, emphasised that strength was the only guarantee against aggression. AUSTRIA & MONTENEGRO CEMENTING THE BONDS. London, June 10, 3.50 a.m. Received, 5.31 p.m. A Vienna message states that at a banquet given by the Emperor Franz Joseph he toasted the King of Montenegro in the most cordial terms, expressing the hope that the visit would tighten the bonds of friendship.
						Telegrams. The late Mr. Stead left £13,000. On giving assurances of good behaviour in prison, Mrs. Pankhurst and Mr. and Mrs. Pethick Lawrence have been transferred to the first division. The Cuban situation is becoming grave, two U. S. warships being sent to Havana because of an anti-foreign agitation there. Mr. Asquith and Mr. Churchill have arrived in London. Miss Malecka's sentence has been commuted to expulsion from Russia for life. A Bill strengthening the "white slave traffic" laws has passed its second reading, House of Commons. The London dockowners regard the Government's proposals as unacceptable, but are willing to negotiate with the men on a specified basis. Two aviation disasters are reported from France, resulting in three lives being lost. So far in the National Convention every contested delegation has favoured Mr. Taft. King George has wired to President Fallieres expressing deep sympathy at the submarine disaster. In the battle at Zanzur, which lasted a whole day, the Italians had 31 killed and 263 wounded. The Turkish losses are said to be enormous. Froitzheim has won the singles hard court tennis championship, defeating Kreuzer. According to Chinese reports, Tang Shao-yi and Hsiung Hsiung, Minister of Finance, have quarrelled over the foreign loan question and have both resigned. It is understood that Lord Haldane succeeds Lord Loreburn as Lord High Chancellor and that Col. Seely will become War Minister. In the Test Match, England dismissed South Africa for 58 and have themselves compiled 122 for one wicket. The Government of India will not agree to restriction of certified sales of opium, on the grounds of necessity to protect forward sellers and the grave loss which such a step would create in revenue. The National Executive of the transport workers has ordered a general strike. LOCAL. An unlicensed rickshaw driver rushed down Eastern Street last night and collided with a Chinese business man who was alighting from a tramcar. The shaft penetrated the man's leg and had to be cut before it could be removed. He is now in hospital. The rickshaw driver appeared at the Police Court this morning and was remanded. Messrs Martin and Loukes have qualified for the final of the Seaman's Institute Billiard tournament. The tie will be played on Thursday evening. This morning, in the Summary Court, before the Paines Judge, Yip Man, 52 Bonham Strand East, sued a revenue officer to recover the sum of \$50, damages for alleged unlawful arrest, false imprisonment and assault on May 10. His Lordship gave plaintiff nominal damages of \$5. In the fire insurance case which is now on its fifth day of hearing Mr. Potter mentioned a legal novelty to the effect that evidence of a man's state of mind is as acceptable in a Court of law, as evidence to the state of his digestion. A remarkable story of an alleged armed robbery was unfolded at the police court this morning, when eight men and a woman were charged with boarding the O.S.K. steamer <i>Sonia</i> and taking from the passengers' baggage and medicine valued at \$21,000.

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PERSIA	9,000	"	"	Aug. 27	"

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[110]

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[147]

Notices

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Hongkong, 23rd September, 1911. [42]

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S.S. "CASTLE" on or about 19th July.

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Hongkong, 22nd May, 1912. [361]

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THE Steamship
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Capt. F. M. Austin, will be despatched for the above ports on WEDNESDAY, the 13th June, at 1 P.M.
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Hongkong, 10th June, 1912. [415]

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Hongkong, 10th June, 1912. [421]

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TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 min.
8.00 a.m. to 10.00 a.m. " 10 min.
10.00 a.m. to 11.00 a.m. " 15 min.
11.00 a.m. to 12.45 p.m. " 15 min.
12.45 p.m. to 1.15 p.m. " 10 min.
1.15 p.m. to 1.45 p.m. " 15 min.
1.45 p.m. to 2.15 p.m. " 10 min.
2.15 p.m. to 6.00 p.m. " 15 min.
6.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.20 p.m. every 15 minutes.

SUNDAYS.

7.30 a.m. to 10.30 a.m. every 15 min.
10.30 a.m. to 11.00 a.m. " 10 min.
11.00 a.m. to 12.00 noon " 15 min.
12.00 noon to 1.00 p.m. " 10 min.
1.00 p.m. to 6.00 p.m. " 15 min.
6.00 p.m. to 8.00 p.m. " 10 min.
8.00 p.m. to 7.00 p.m. " 15 min.
7.00 p.m. to 8.10 p.m. " 10 min.

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Hongkong, 10th March, 1908. [383]

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Hongkong, 11th May, 1912. [444]

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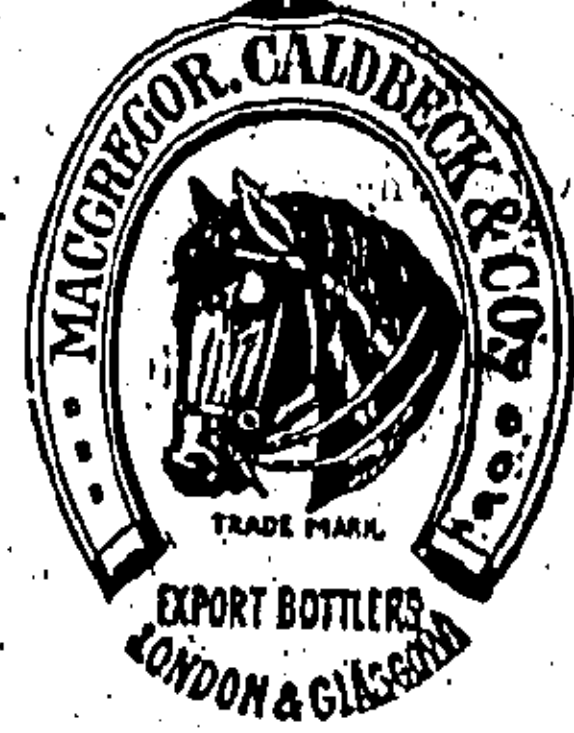
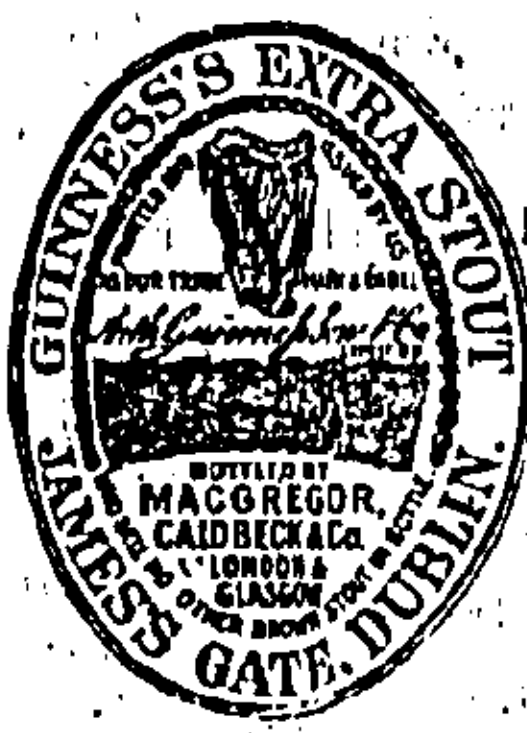
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BEG to inform all Ladies and Gentlemen that they are holding a great Clearance Sale of all kinds of Indian, Chinese and Japanese Silk Goods, &c., for one month only, commencing from 1st to 30th June, 1912, which they are disposing of at exceptionally reduced prices in order to make room for fresh goods and would like to draw your kind attention to the fact.

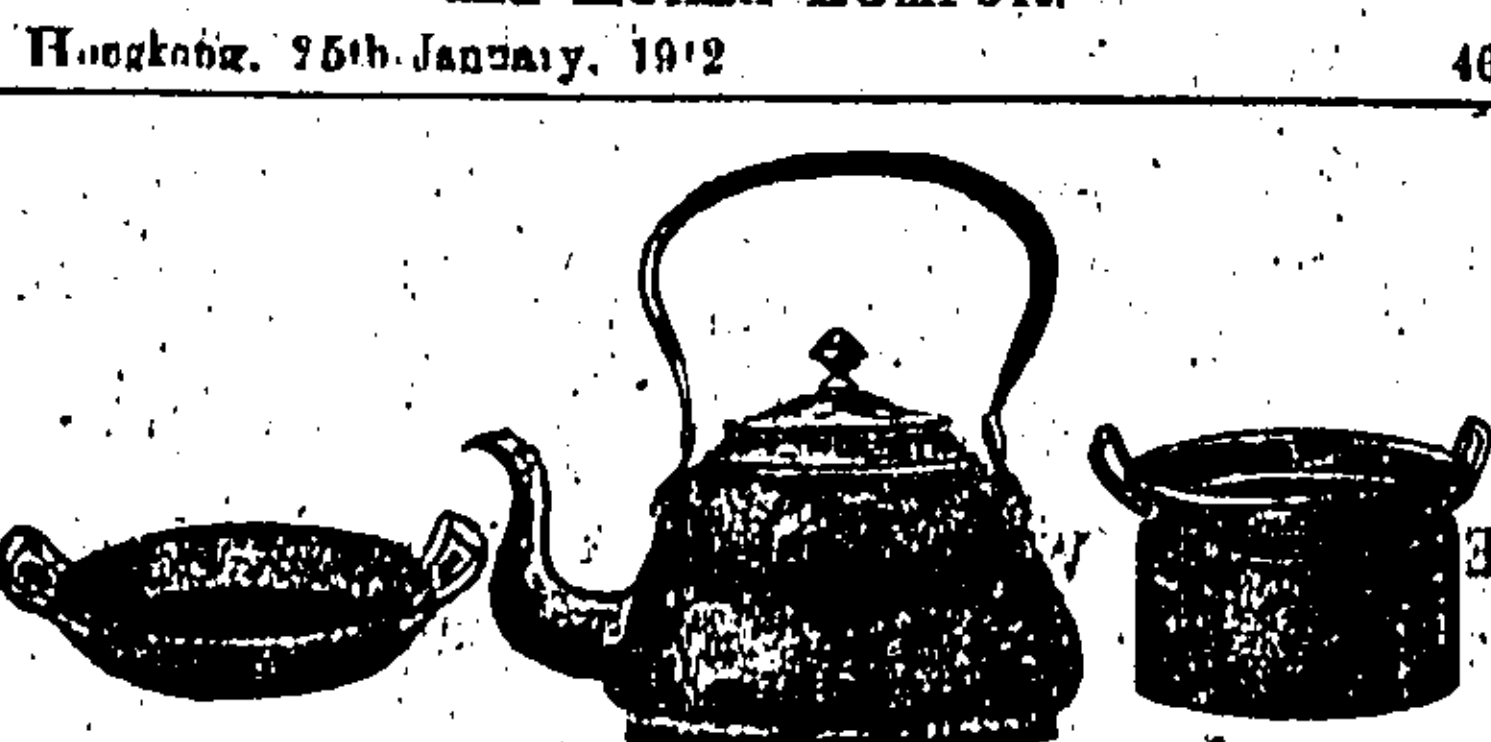
An inspection earnestly solicited. [409]

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Hongkong, 16th May, 1911. [45]

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OUR CONTEMPORARIES.

China Mail.

Snobbery in Sport.

To the credit of Mr. John Ball and Mr. Mitchell, both excellent players—they "conducted themselves throughout in a thoroughly sportsmanlike manner." All this "class" animosity is worse than ridiculous. It is a fostering of bad feeling which should never be allowed to enter into any sort of rivalry "between" different sections of the community, and particularly in the case of sport. It is deleterious in every respect, harmful to those who indulge in it, and harmful to the proper enjoyment of the game. In the East, the "class" spirit is frequently in evidence among sporting circles, with the result that many fine sporting events are largely spoiled by the amount of snobbery allowed to prevail. Sportsman should be above such pettiness; should look to the sport, not to the social standing of those engaging in it, for their enjoyment in it, and should rigorously eschew all mean and petty class distinctions.

Daily Press.

Land Taxation in China.
A tax on idle land, would, as the writer suggests, do much to bring about an improvement in the conditions of a people who are so immediately dependent on the soil for their subsistence, and the proposition thus stated provides, in part, the accuracy of the more general proposition for some form of land tax. It was doubtful under the old regime, if even a third of the proceeds of the land tax reached the Imperial Treasury. Now, of course, better results are expected. Registration of land, now very imperfectly done, would have to be enforced, and that in itself would be a good thing for the country, but it is hoped that Dr. Sun's ideas of the Government accepting the present valuation of land and warning the owner that the Government may in course of time claim it at the same figure cannot be seriously contemplated; otherwise all enterprises would be discouraged, and the progress which it is hoped will be inaugurated under the new regime will be retarded from the beginning, with the result that the state of China will be worse than it was before. Land, at present, that is to say cultivated land, yields a very small return. We have heard it said that the return to the owner in the Kwangtung Province is somewhere about three or four per cent, so that it will be seen if a tax of two per cent. were imposed it would reduce the value of the land to such an extent that it would not encourage men with money to invest in it. Still, there is no doubt that a discriminating levy could be borne, and that would provide a substantial sum, which would go a long way in helping China out of her financial difficulties.

South China Morning Post.

The Cattle Trade.
The agitation which has been raised in Manila over the importation of cattle is not necessarily one begotten by interested individuals who profit by the trade, but it is clear from the many reports and articles published in the Philippine papers last week that considerable public interest has been aroused in the question throughout the islands. To us in Hongkong it is one of considerable importance, for the trade some years ago totalled tens of thousands of dollars, and was a source of great revenue to traders as well as to shipping companies, and we make bold to say that the people in the neighbouring islands profited also by the large consignment of cattle forwarded. The government in the Philippines has steadily adhered to the opinion expressed by its experts in regard to the cattle from the China coast, and the ban which was placed on the trade two years ago is still being enforced, in spite of the fact that there is great need of competition in the cattle market, there is a demand for cheap beef, and there is a tradition that the responsible individuals in Hongkong, such as is in the Philippines, do a thorough and independent investigation of the conditions that now prevail.

A MIXED BATHING PARTY.

JEALOUS HUSBANDS AND FROLIC SOME WIVES.

The Surf, the Sand and the Nymphs.

(Special Article).

"How do you do; been long in Hongkong?" By this double-barrelled interrogation I was precipitated over that embarrassing stretch of a few seconds which appears so many hours between the words of introduction and the actual acknowledgment of your acquaintance. We were on a launch and were speeding towards some shaded nook in the vicinity of Lai-chi-hok. My new acquaintance was a miss of the limit in the teens, with a self-consciousness that made me toy playfully, though nevertheless foolishly, with one's coat button as a little girl does the edge of her pinafore when called into the drawing room to submit herself to the inspection and incidentally the admiration of her mother's friends, and others, by convention assembled.

"Know many people?" I had barely answered the other questions before I was called on to answer the third. I explained that I did not and had not quite made up my mind whether I was fortunate or not.

"Well," she said, "there are some people worth knowing and there are others." She did not commit herself to any comment, but there was a delightful explicitness in "there are others" which only one who heard it could grasp and appreciate. "The lady over there for instance is just a brick," she ventured, looking in the direction of a light-haired, shapely madam of thirty on sight, and forty on investigation. "Her husband is coming later on a yacht; he is rather a fossil but the fun will be over by the time he arrives; at least I hope so for her sake and mine. I believe she has several friends over already. They are a lively crew and sport should be good."

Thus I was assured that when I was introduced to the madam I need not have any difficulty in keeping too near the scriptures and the weather as a basis of conversation. Eventually we were landed at the aforementioned nook. The scene was delightful, not so much for the ruggedness of the cliffs, the rays of a glorious sun or for the romantic influences of the surf which broke against the various rocks that appeared to guard the creek like so many silent sentinels, but for the sylph-like forms of half a dozen of Heaven's refined creation stretched in artistic and fascinating pose on the glittering sand with all but the head basking in a dazzling sun. For a moment I was spellbound, but a gentle though caution-inspiring "ah" from my new acquaintance put an end to my unconsciously inquiring gaze. Like a covey of partridge disturbed, they scurried in all directions when they noticed the launch; naturally they made for the water and in the embrace of the waves absented much of themselves. I felt that it was cruelly to abruptly end a siesta so grand and I felt that, being one of the disturbers, I owed an apology. The silvery laughter of the nymphs allayed apologetic impetuosity but nevertheless I muttered mea culpa, mea culpa, and chastised myself for a deplorable lack of chivalry.

"It is delightfully warm," came the chorus, and with this assurance that I would not assume a leafy oscillation when I submerged my shapeless toes, I proceeded to disrobe.

After a few moments catch-as-catch-can tactics I got myself into my costume characterised by that tightness which is so painfully truthful in revealing one's physical imperfection and neglected development. I felt that there was no sure estimate of the value of immediate immersion so as to avoid the scrutiny of the rest of the party. Could I but enter the water unobserved and remain there until the party had returned to their dressing rooms? It was not to be. My friend was awaiting me with a ball and a side, arranged for polo with myself and another, the missing

members. The fact that there was another gave me some confidence, and I thanked my stars that I had not to pose alone on the side before taking the initial dive into the water.

Imagine my satisfaction at seeing the other missing link of the day's sport, when I beheld a red-headed overgrown youth, with knotted knees and ankles that seemed incontrovertibly at variance, rubbing his legs as though he had finished a ten mile run or was about to swim to Manila. I did not detect any laugh from the ladies, but I am convinced there was chuckle, and from "the brick" at that. After a contortion of his body into as near an isosceles triangle as one strawberry resembles another, he fell into the water. It is customary to refer to one's entry as "diving" but I would not like to think myself guilty of so outraging the King's English. In I went after him and, before I could realise it, I was the captain of a team of the fair ones. I was getting along with "the brick" like the proverbial house on fire when a voice not over musical cried out "Nearly had enough—?" I turned round and there, to my astonishment, was the husband of my "centre forward," and just at the moment that I was steadying her for her chance to the centre of the "field" for the ball.

I might possibly forget the date of my birth, or that I had come to the Colony by steamer, but I can never forget the fire of his eyes. I withdrew from the object of his mortgage with the sheepishness with which a man withdraws from a well-filled drawing room when he goes to seek something where with to dry a lady's dress over which he has been successful in spilling a cup of tea. She answered awkwardly in the negative. I felt worse under the glare that appeared to have increasing tendencies in the direction of un concealed disapproval. She was quite light-hearted, and had every right to be. There was nothing in her being the centre forward, and all that was undesirable in the situation was his utter misguessedness in being present. Personally I could have very well managed without him. There were other husbands there and they enjoyed the fun. Could the stormy-brained and conceivably agitated husband have heard the remarks of other nuptially tied males I am afraid it would not have composed him any, though it would have sent me into ecstacy. We played on for half an hour and, by the time we had finished, he had calmed down so very considerably that I had not the slightest fear of telling him what a fine game we had had. In fact he became so very friendly that he invited me to go back in the yacht. He had, seen the disadvantages of being crusty, and said that the next party would see him along with the polo players. He had been converted to a healthy broad-mindedness by the delightful and harmless influences of the surf, the sand, and the nymphs.

GENERAL NEWS.

Riot of Koreans at Chinha.

The new Japanese naval port of Chinha was the scene of a riot, recently, which grew out of the attempt on the part of the authorities to confiscate the land of the natives. Angered at the proceedings of the authorities 200 Koreans in the suburbs of Chinha began rioting. They attacked the local police, one of whom was handled severely, and were only brought under control after the arrival of a body of gendarmes and police from the naval station. These, it is stated, were assisted by more than a hundred Japanese armed with revolvers and other weapons. Many Koreans were severely wounded.

The "Asahi" Fined.

Another Osaka paper has got into trouble for publishing prohibited news. The "Asahi," which published a report relating to the recent murders at Nishi-Negohori, Osaka, in spite of the fact that all reference to the crime was prohibited by the Procurator, was fined ¥150 in the Osaka Court.

F. R. C. I. Elected.

Amongst newly-elected Fellows of the Royal Colonial Institute

are Messrs. William Hargreaves, M.A., and Reginald G. Watson, O.M.G., both of the Federated Malay States.

Tokyo Electric Light Co.
The Tokyo Electric Light Company, in anticipation of competition from the Municipal electric light business, has decided to reduce its charge for light from July 1 next, when the second hydro electric power station is to commence operations.

Elementary Education in Japan.
The Japanese Government has appropriated two million yen for the subsidiary fund of elementary schools. Of this amount Nagasaki-ken's share is Yen 30,000.

Trachoma in Japan.
The prevalence of trachoma among the youth of the country is attracting the attention of the military authorities, owing to its effect on conscription. Of 408,753 men who were medically examined last year as to their fitness for service in the Army, 63,230 were found to be suffering from the disease.

New Japanese Peers.
Three appointments to membership of the House of Peers are gazetted, the gentlemen honoured being Mr. Fukunaga, Paymaster Admiral, who has just retired, Mr. Kato, formerly Minister to Belgium, and Mr. Okuda, Member of the Imperial Household Council.

Liquor Traffic at the Straits.
The total revenue collected in cash in respect of liquors during 1911 amounted to \$1,335,182.67, a slight decrease compared with 1910. This amount is made up as follows:—Singapore \$665,258.02, Penang \$505,537.98 and Malacca \$164,386.67. These amounts include duty on liquors, store rents, distillery rents and toddy farm rents. The actual amount of liquor duty collected was: in Singapore \$634,450.64, Penang \$23,937.98 and in Malacca \$104,086.67.

Rubber Output.
The output of dry rubber from the Siam Manggis Rubber Co., Ltd.'s Estate for the month of May was 1,630 lbs. and from the Ayer Tawah Rubber Plantation Co., Ltd.'s Estate for the same month 1,910 lbs.

More Election Prosecutions in Japan.

Prosecutions of the violators of the Japanese Election Law are still being steadily carried out and several fresh cases have been added, until, on the 25th ultimo they had swollen to 384 which involved 2,783 persons.

Japan's Great Wire Factory.

An electric wire factory which was recently opened at Dai-ri, near Moji, Japan, turns out about 150,000 feet of wire daily but cannot cope with the demand, says the "Nagasaki Press."

LATE TELEGRAMS.

Leaders and Clans Assembling.

Chicago, June 3.

The Republican convention will not be called to order for another 15 days but already the party leaders and clans are assembling here and making their preparations for the battle for control that will take place on the floor of the convention hall. The Roosevelt forces are already here in large numbers and they announce that they are ready to press their contests against protested delegations to the limit. They have many witnesses and much evidence to present before the hearings to be held by the committee that will investigate the contests.

The Taft forces are in control of the national committee and the temporary organization insist that they have votes enough to control the convention.

Political headquarters have been opened at many of the leading hotels and the keenest interest is everywhere manifested in the fight for control.

Rebel Outrages.
Washington, June 3.—Many outrages committed by the organized and unorganized rebels of Cuba are reported in official and press telegrams. An armed band of rebels attacked and captured the town of Semaya and after looting the place they set fire to a number of buildings. Practically all of the town was destroyed by the fires. The rebels escaped to the mountains before a detachment of government troops arrived.

A mob of negroes attacked a hamlet near San Luis. They committed various outrages against the inhabitants and after looting the place made their escape.

Much disorder of this kind is expected and the United States is being strongly urged to intervene for the protection of the people.

Jones Independence Bill.

Washington, June 4.—Delegation Quezon has presented to the house of representatives the cable resolution recently passed by a mass meeting in Manila landing the Jones independence bill.

Mrs. Schley's Pension.

Washington, June 4.—The Senate has voted a pension of \$150 a month to Mrs. Schley, widow of Rear-Admiral Winfield S. Schley.

To Vote for Taft.

Washington, June 4.—President Taft controls the Ohio state convention. Resolutions lauding his administration and praising him as the only man to be elected next November were passed yesterday afternoon despite the maneuvers of Garfield and other Roosevelt leaders.

The convention also instructed the delegates at large to vote for Taft in the national convention. The Roosevelt men will protest to the committee on credentials.

German Fleet Arrives.

Washington, June 4.—The German fleet reached Hampton roads yesterday, and the officers were welcomed personally by President Taft at Fortress Monroe.

Rebel Backers.

Washington, June 4.—The discovery has been made that Orozco, the leader of the Mexican revolution, is well supplied with money and ammunition, although his backers are expected to call a halt upon the present activities of the rebels in view of Madero's success in getting a Wall Street loan of \$10,000,000 through the Seyers.

It is believed that some of the big landed interests are back of Orozco, including Englishmen and Americans as well as Mexicans, owing to their deep seated antipathy to Madero's proposed breaking up of immense holdings and reform of the land system.

MORE BRITISH CONSULS FOR CHINA.

As the result of correspondence which has taken place between the British and Chinese Governments, it is probable that a number of new Consular posts will be established in China. In official circles in Whitehall the justice of the plea for some time made by business organizations having relations with the Far East, that the United Kingdom is insufficiently represented in China and Japan from a Consular point of view is now admitted; and this admission says the "Birmingham Post" is of the greater importance because it is believed that it has arisen from a dispatch recently sent home by the British Minister in Peking.

Now that matters are somewhat settling down in China it is obviously the more desirable that those concerned for the continued and increasing success of British commercial interests in the Far East should lose no opportunity to secure the fullest official recognition for their efforts.

THE FIGHT AGAINST DYSENTERY.

The Physician's Greatest Ally.

When Dysentery is playing havoc with the health and strength of the unfortunate sufferer, he has urgent need of nourishment which is easily digestible, does not irritate the bowel, and is capable of sustaining his strength, which is always greatly undermined by the disease.

When the acute stage is over, he has an even more imperative need of something which will restore his old feeling of health, bring back his sensation of well-being and strength, enable him

to put on the weight he has lost, and present an appearance less like that of a skeleton.

There is nothing which will do both these things so rapidly, so thoroughly and so permanently as Sanatogen. The reason is that no preparation known to Science has so powerful an action on the various systems of the body which have been affected by the disease.

Sanatogen has been proved to be more easily digested than any other food preparation. It, therefore, puts the minimum strain on the weakened organs of digestion.

It has been described by doctors as a "food which is all food and no waste"; therefore, it cannot irritate the intestines which, in dysentery, are peculiarly sensitive to any irritating food.

It has a powerful tonic and restorative effect on the nervous system, because it contains the salt of phosphorus which is found in them; it, therefore, feeds the brain and the nerves in the most perfect, as well as the most rapid, manner.

By reason, too, of this phosphorus salt, which that distinguished physician, Sir William Gowers, and other eminent men, have shown to be of primary importance to the blood-making organs, it increases the number of red blood corpuscles as well as the quality of their colouring matter. As the body's waste products are burnt up through the medium of the blood, it is obvious that the better its condition the more thoroughly is this all-important vital function carried out.

In consequence of these three sections of Sanatogen, as well as of others on the other great organs of the body, the health and strength of the sufferer from dysentery are soon brought to a high degree of excellence and, what is not less important, the sufferer is so fortified against the disease that it is far less likely to recur.

Here is a medical opinion—taken from thousands of others—of its value in such complaints:—
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"HONGKONG TELEGRAPH."

MARRIAGE.

ROTH.—On Sunday, June 2, 1912, at the residence of Mr. Wm. Katz, 170 Babbington Road, before Rabbi Shekar, of Beth-El Synagogue, and in the presence of the United States Vice-Consul-General, Charles Bonnet, second son of Mr. and Mrs. B. Roth, to Cecil Valentino, eldest daughter of Mr. and Mrs. N. Kroll.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

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The Hongkong Telegraph.

HONGKONG, TUESDAY, JUNE 11, 1912.

THE PROBLEM OF THE ARMY.

Not once, but several times in these columns, we have urged that one of the most important questions facing the new Government of China is that of the army. The problem of how it is to be moulded into a purely defensive force, of proper size and under proper control, grows increasingly serious. During and since the Revolution, the army has shown itself only too ready to be dictatorial. Of late weeks, indeed, have come, from various quarters rumours of ugly happenings which tend to show that the army is in danger of becoming actually venal. It is easier to arm men than to disarm them after. Men bore arms during the revolution who had, immediately before, been peaceful husbandmen; and upon such men war has an unsettling effect. They cannot readily return to the monotony of life on the paddy fields where is no heart-lifting stir nor thrilling strife, but only a monotonous and depressing round of daily toil. Undisciplined men bearing arms, during time of war, may show high courage and be a source of strength to their country; undisciplined men bearing arms, when war is over, may be a source of danger to their country. And the Government of China has to face this sinister truth promptly and courageously. Every passing week, grim with tales of black doings, makes this more plain.

That China wants a defensive army is undisputed, but it must be an army that will keep the peace, and will not be liable at any moment to overthrow the Government in power. It will prove no easy matter to raise, train, and discipline an army towards that end; and, in considering how it is possible, it is necessary to take account of the weaknesses of the present force. To the want of discipline in a great part of the present force we have already referred. Other points of weakness are, its youth (for the most part) and the fact that it is allowed too much idle time in which to hatch mischief. It would seem, therefore, that what China wants is an army in which the term of service shall be fairly long—ten years perhaps. This would ensure that there was always in the army, providing that it was properly organised and controlled, a necessary leaven of older and well-disciplined soldiers.

It should not be difficult, again, to keep the units of the army so employed that they would have no time to run into mischief. An immense amount of work, in the way of road-making, the construction of railways, the building of bridges, lies to hand and is essential to the development and growing prosperity of China. On that work soldiers might usefully be employed. Above and beyond all, strong and well-schemed efforts should be made to furnish something in the way of education. These are big and serious matters which must be tackled boldly. But they are of the future. There lies immediately to hand a more pressing problem—the disbanding of many of the untrained men who bore arms during the revolution. It should have been dealt with before now, and the solution of it cannot be much longer delayed, if serious trouble is to be averted.

DAY BY DAY.

True knowledge is to know how little can be known.

Plague.

A dead body has been removed from Praya East. Death was due to plague.

A Nuisance.

At the Police Court, this morning, a man was fined \$2 or, in default, five days for committing a nuisance.

Laundryman and His Truck.—At the Police Court, this morning, a laundryman was fined \$2 for causing an obstruction by leaving his truck in the roadway.

Alleged Kidnapping.—Two men were remanded at the Police Court, this morning on a charge of kidnapping a girl aged four years.

Obstruction by Chair Coolies.—Four chair coolies were fined \$1 each at the Police Court this morning for causing an obstruction near the King Edward Hotel.

Hawkers in Trouble.—At the Police Court, this morning, two men were fined \$2 each, or, in default, five days for hawking without a licence, and in close proximity to the market.

Tree Blown Down.—We are informed that a tree fell at Wanchai this afternoon, in the neighbourhood of Yee Wo Street, damaging the telegraph and tram wires.

Unlawful Possession of Arms.—At the Police Court, this morning, one man was fined \$100 or, in default, one month, and another \$250 or, in the alternative, three months, for being in unlawful possession of arms.

A Fine Picture.—A Fong sends us a photograph taken at the cricket ground on the occasion of the King's Birthday Parade. It is large, beautifully clear, admirable as to detail, and well worth possessing.

Plague Return.—There were 134 cases of plague reported in the Colony during last week and the deaths totalled 96. Three cases of enteric were notified (one British) and there were two deaths.

Notice to Mariners.—Notice is given that an uncharted patch of rock, covered 6 feet at low water of spring tides, exists in the Front Beach, Canton River, with the eastern point of Kuper Island bearing N. 71° E., magnetic, distant 7.0 cables.

Knifing His Mistress.—A Filipino "boy" named Pedro Lambayan is in custody at Manila for having attacked his employer, a Spanish lady, with a knife. He pleads, in extenuation, that his mistress owed him two years' wages. We learn, from a later report, that the lady has since died of her wounds.

Stolen Notes.—Messrs. Gibb, Livingston & Co., Agents for the British North Borneo Government are in receipt of the following telegram from the Finance Commissioner, Sandakan:—"Dollars 10,000 Notes stolen from 'Glowfa' s.s. Instruct Banks not cash large quantities Borneo Notes."

Library Returns.—Return of visitors to the City Hall Library and Museum for the week ending to June 9, 1912:—

Non-Chinese 358 106
Chinese 166 2,151

Total 524 2,257

Row Over a Watch.—A Chinese shoe-maker was charged at the Police Court, this morning, with stealing a watch from another shoemaker. The defence was that there was a struggle through complainant's striking defendant's younger brother. In the course of the struggle complainant blew his whistle. He (defendant) ran and was afterwards caught and charged with stealing complainant's watch. He knew nothing at all about it.

The Magistrate believed there was no case against defendant and he was discharged.

SANITARY BOARD.

Bye-laws Reconsidered.—A special meeting of the Sanitary Board was held this afternoon in order to consider the bye-laws passed at the last meeting, which, being sent to the Legislative Council for confirmation, last Thursday, were referred back for reconsideration.

As a result certain amendments have been made to the bye-laws, which deal with the disinfection of plague-infected areas.

THE RIGHT TO ARREST.

NOMINAL DAMAGES FOR ASSAULT.

A Revenue Officer's Powers.

This morning in the Summary Court, before the Puisne Judge, Mr. Justice Gompertz, Yip Man, 62 Bonham Strand East, sued Chun Hing, a Revenue officer, to recover the sum of \$500, damages for alleged unlawful arrest, false imprisonment and assault on May 10. Plaintiff alleged that the defendant unlawfully arrested and assaulted him, alleging him to be in possession of San Pui lottery tickets with a view to selling them. Plaintiff was subsequently, at the Magistrate's, fined \$250, and it was for the recovery of that sum, together with the advocate's fee, \$75, and general damages, \$175, that he was claiming.

Mr. Russ appeared in support of the claim, and Mr. P. M. Hodgson, Assistant Crown Solicitor, defended.

Mr. Russ:—This is simply a test case, and purely a question of law, but, for some unknown reason the plaintiff is not here this morning. We got a message to say that he was coming, but he has not turned up yet. What I propose to do with the case, is to call the defendant and to take his facts for argument as to law.

His Lordship:—Are the facts admitted?

Mr. Hodgson:—Up to a certain point. It is a question as to whether there was only a technical assault.

Mr. Russ:—I admit it was only a technical assault.

Mr. Hodgson:—If my friend is going to press for damages, it may make a difference as to actual facts.

Mr. Russ:—I am not going to press for damages.

The Admitted Facts.

His Lordship:—The facts admitted are, that the plaintiff was bringing in San Pui lottery tickets, and he was arrested by a revenue officer, who was not a constable in the ordinary sense of the word.

Mr. Russ:—And further, the revenue officer knew that the man had the lottery tickets. He took him and led him by the arm to a European officer.

His Lordship:—Had the officer power to arrest the man?

Mr. Hodgson:—Yes he has.

Mr. Russ:—There is a section in one of the early ordinances which gives a constable power to arrest persons for any offence.

His Lordship:—Is the possession of lottery tickets a misdemeanour?

Mr. Russ:—I don't think it is.

Mr. Hodgson:—In the new ordinance they are going to give him power to arrest for any offence at all.

Mr. Russ:—The point is that the revenue officer has no power to arrest. He has only right to go up and ask him, "What have you got there?" He has no right to arrest the man because he had lottery tickets.

His Lordship:—Was the man an opium officer?

Mr. Hodgson:—The man is a revenue and excise officer.

His Lordship:—Is it common ground that he has not the powers of a constable?

Mr. Russ:—He has not the powers of a constable for arrest.

His Lordship:—Then in this case, he is really a private person?

Mr. Hodgson:—Except as regards the power of search.

His Lordship:—And the case is one of technical assault?

Mr. Hodgson:—I admit that he found the lottery tickets upon the man and handed him over to the policeman. I don't admit that he led him to the policeman.

The plaintiff not having appeared, the defendant was called by the plaintiff's solicitor, and he admitted that it was because the plaintiff had the San Pui lottery tickets in his possession, that he arrested him.

Mr. Hodgson:—If you find a man with San Pui lottery tickets, are you instructed to hand him over to the constable?—Yes.

Mr. Hodgson:—I only asked the question to show that the man was not doing anything malicious.

That concluded the evidence in the case.

Mr. Russ:—On looking into it, I don't see how we can recover the fine which we paid, but I think we can recover the solicitor's fee.

His Lordship:—Why should you recover that?

Mr. Russ:—Because the man is entitled to defend himself when he is arrested, and he is entitled to spend any money to free himself.

His Lordship:—But he had committed the offence.

Mr. Russ:—If he had been acquitted he would have had to pay the solicitor.

His Lordship:—Ah!—that is a different matter.

Mr. Hodgson submitted that the case was only confined to the time between the arrest of the plaintiff and the handing him over to the police constable, and for that arrest the plaintiff was endeavouring to recover damages; in one instance special damages, and, in the other, general damages. He admitted that there was a technical assault and wrongful arrest, by the defendant, of the plaintiff, when he found him with lottery tickets, but that only took the form of handing him over to the constable. The men had instructions to hand anyone over, whom they found with lottery tickets.

His Lordship:—It is rather curious; there does not seem to be any power for a constable to arrest under the ordinance.

Mr. Hodgson:—They do arrest under the ordinance.

Mr. Russ:—They arrest also at home. The policemen at home have not general rights of arrest as they have out here.

His Lordship:—Have they general powers of arrest out here?

Mr. Russ:—Oh, yes.

Mr. Hodgson:—Very full powers; for any offence, either suspected or committed.

Assault Only Technical.—Continuing, Mr. Hodgson submitted that it was merely a technical assault and very nominal damages would meet the case.

His Lordship:—It is remarkable that there is no power to arrest in this case under the ordinance.

Mr. Hodgson:—There is not, but arrests have been, and are being, made every day in this manner, and, of course, if your Lordship finds for damages there will have to be an amending ordinance.

Mr. Russ:—It simply shows how frightfully careless the people responsible are in drawing up the ordinances.

His Lordship:—If Mr. Hodgson admits a technical assault, I can give judgment right away.

Mr. Russ:—If the constable has no power, there must be a technical assault.

Mr. Hodgson:—If you hold there was a wrongful arrest, there was technical assault.

His Lordship, to Mr. Russ:—Your position now is:—he may be entitled to \$75.

Mr. Russ:—You may come to that conclusion.

His Lordship:—And in any case he must be entitled to damages?

Mr. Russ:—I submit in any case he must be entitled to nominal damages.

His Lordship intimated that he wanted to reserve judgment as there were points he would like to consider.

Mr. Hodgson asked his Lordship to give a formal judgment as he would like to go forward in the matter. Arrests were being made in this manner every day, and of course things would have to be altered. His Lordship could give a considered judgment on points of law later.

The Judgment.

His Lordship remarked that the claim for the recovery of the fine of \$250 had been dropped. He was of opinion that the plaintiff could not succeed in his claim for the solicitor's fee of \$75, and as regards the technical assault, there was merely nominal damage, and he was prepared to give plaintiff \$5.

Mr. Russ asked for costs on the grounds that, though the damages given were nominal, the plaintiff had vindicated his position.

Mr. Hodgson pointed out that the man had not come there to vindicate his character; he could not do so because he had been found guilty of the offence, but simply to vindicate his rights.

His Lordship decided to reserve judgment on the question of costs.

SHAFT THROUGH A MAN'S LEG.

SERIOUS RICKSHAW ACCIDENT.

Coolie Charged with Recklessness.

A Chinese business man is now in the hospital as the result of injuries received in a rickshaw accident.

At the Police Court this morning the rickshaw driver appeared on a charge of furious driving.

Inspector Dymond said that about ten minutes past eight last night the defendant was in charge of a public vehicle and had no licence. He rushed down Western Street. At the bottom of the hill a tramcar had stopped. The gentleman now in hospital, who was alighting from the car, was collided with. The shaft penetrated the gentleman's leg so severely that the shaft had to be cut from the rickshaw before it could be got from the man's leg. He was taken to the hospital, where he is now under treatment. He asked for a refund.

Mr. Melbourne:—If I grant a remand when can your witness appear?

Inspector Dymond:—I cannot say. I will enquire at the hospital to-day when the man will be ready to come out. I think it will be some time, your Worship.

Mr. Melbourne:—I can give you Thursday at ten o'clock. What about bail?

Inspector Dymond:—Well, seeing that the remand is such a short one I don't think bail is necessary.

Mr. Melbourne:—How long has he been in Hongkong?

Inspector Dymond:—Ten days. He has no licence and I don't think a licensed coolie would have taken a rickshaw down that hill.

Mr. Melbourne:—There is no permanent danger is there? It is not very serious is it?

Inspector Dymond:—It is, your Worship; the man's leg is seriously injured.

Mr. Melbourne:—Remanded until Thursday; bail \$250.

THE INSURANCE CASE.

Law and Digestion.

The fifth day of hearing in the case of the Wa Cheong Lee Kee firm, the against Prussian National Insurance Co. of Stettin, in which \$22,500 is claimed under two fire insurance policies, started before the Chief Justice, Mr. W. Roes Davies, K.C., and a special jury, without the plaintiff's case being closed.

Mr. Eldon Potter, instructed by Mr. Davidson of Messrs. Hastings and Hastings, appears for the plaintiffs and the Hon. Mr. C. G. Alabaster, Attorney General, instructed by Mr. W. L. Shenton of Messrs. Deacon, Looker and Deacon, appears for the defence.

The rate of progress was slow this morning owing to the number of objections raised by Counsel, to questions put to witnesses.

At one stage of the proceedings, matters were so held up that in twenty-seven minutes only three questions were put and answered. There were objections raised to each question and argument had to follow.

In answering one objection, Mr. Potter said that it was laid down in law, that the court had as much right to accept evidence as to the state of a man's mind, as they had evidence as to the state of his digestion.

JOY RIDING STOPPED.

Rumours of a Contest.

The inconvenience caused by motor cars and their oft times noisy occupants has been dealt with by the Government, which has issued the following regulation:—

No motor car which is licensed or used for livery shall be ridden or driven anywhere in the Colony between the hours of midnight and 6 a.m., except for the purpose of carrying a duly qualified medical practitioner to see a patient, or for the purpose of carrying a police officer on duty.

We understand that matters are not to be allowed to rest here and that the legality of the order is to be tested in the near future.

NOTES AND COMMENTS.

Six Months!

The fact that pressmen were not allowed in court during the hearing, yesterday, of the indecent assault-charge, makes comment somewhat difficult. But let the facts that transpired, during the hearing in camera, be what they may, it is difficult to believe that they were of a nature to justify so light a sentence for a hideous offence. If the charge was proved, surely there was an end of the matter; there are no extenuating circumstances in such a case; the man was either guilty or not guilty, and having been held to be the former, surely merited some more severe punishment than that meted out to him.

Before Magistrate or Jury?

Inasmuch as a magistrate's powers are doubtless very limited in cases of this kind, we are at a loss to understand why the culprit was not sent before a tribunal that would have dealt with him as he deserved. Unless we are greatly mistaken, a European in London would have received a sentence of years, not months, for the same crime, even when it was not aggravated by the ghastly additional circumstances which characterised the event under discussion. Perhaps English parents may be pardoned for experiencing a shock when they read that this brute got off so cheaply; perhaps, also, the Chinese may be forgiven if in future they regard assaults on young European children as mere trifles in the eyes of the law—trifles which will meet with the same punishment as pocket-picking or opium-smuggling.

Raja or Rajah?

A correspondent calls us to order for docking the "h" from the word Raja(h) in one of our paragraph-headings yesterday. It is a small matter, but not quite void of interest. We do not know how the matter stands in the Indian tongues, but in all Malay-speaking countries (and our handling referred to one of these) Raja is the accepted spelling. And the reason is not far to seek. The introduction of the rough breathing into a word in Malay strengthens or particularises its force. "Tuan" for instance, means "Lord"; "Tuan" means "the Lord"; the Lord God; and similarly, while "Raja" signifies "King," "Rajah" is only used to express "God" is, "King of Kings."

Too Inelastic.

The new order to prevent "joy-riding" after midnight appears to err on the side of stringency. As often happens, the innocent are to suffer equally with the guilty and with less reason. Suppose the owner of a car, residing in say, Pokfulam, attends the theatre during the season. How is he to get home? He can hardly be expected to walk, so he must perforce leave before the performance is over. Suppose, again, he leaves early, and has a trifling breakdown which means a little delay. He may find himself at midnight, half way home. What then? Is he to leave the car and walk all the way, to drive on and risk being caught, or to sit in the car till daybreak? From whatever angle it is viewed the new order is unjust to legitimate users of cars and is altogether too inelastic.

Over-Stepping the Mark.

We suppose that everybody knows that the Chinese, of the South particularly, are now assiduously collecting funds from their compatriots to devote to meeting national expenses, but it will perhaps come as a surprise to many that canvassing is going on for this purpose in Hongkong to a very considerable extent. There can, of course, be no objection to this, but when, as we hear, advantage is being taken of this movement to blackmail foreigners generally, it will be agreed that stern action is called for. According to our information, the canvassers are moving among the Chinese declaring that all who love their country should subscribe and thus obviate borrowing from "foreign devils." This, in a British Colony, is carrying the game a little too far, and we sincerely hope that these loose-tongued, insulting patriots will be routed out of our midst.

THE SOSHU MARU ARMED ROBBERY CHARGE**NINE PRISONERS IN THE DOCK.****A Remarkable Story.**

A remarkable story of an alleged armed robbery was unfolded at the Police Court this morning, when eight men and a woman were charged with boarding the O.S.K. steamer Soshu Maru and taking from the strong room opium and medicine valued \$21,960.

Mr. Bowley of Messrs. Bowley and Denny, prosecuted, Mr. Lewis of Messrs. Johnston, Stokes and Master appeared for the eight male defendants and Mr. L. D'Almeida for the female.

In opening the case Mr. Bowley said the defendants were charged with robbery with violence on board a Japanese steamer named the Soshu Maru, in Hongkong Harbour on the morning of the 29th, May. The Soshu Maru was a small vessel owned by the Osaka Shosen Kaisha, plying between Canton, Hongkong, Amoy, Swatow and Formosa. It was, in this harbour on Tuesday May 28 fast to the companies' buoy, the westernmost buoy on the south side of the central fairway. The ship was loading cargo. About 5.45 p.m. on the 28th, six chests of opium were brought alongside the vessel consigned to a coast port. The chests were received by the second officer and put into the ship's strong room. The loading of the cargo had finished about six o'clock. The hatches were battened down and the cargo ports were secured up.

In Charge of the Quartermaster.

From that time the ship was in charge of the quartermaster. There were seven Japanese officers, including the engineer, and the rest of the crew were Chinese—Cantonese. The stern part of the ship had two decks. There was an upper deck or a bridge deck midships. On the stern upper deck there was a deck house, comprising of four cabins, and these were occupied by the third officer, one by the tallymen, one by the quartermaster and one by the ship's boys. The strong room was on the port side of the stern, almost immediately under the quartermaster's cabin. When the hatch was battened down there were no means of access between the decks except from a door that was always kept locked. There was no other way to get between the decks.

Armed with Revolvers.

About two o'clock on the morning of the 29th whilst the quartermaster was on duty a boat came alongside the vessel and a number of men climbed aboard. They came on to the deck armed with revolvers. The men must have divided into two parties. One set entered the quartermaster's cabin on the side, another set entered the quartermaster's cabin on the port side. They threatened the occupants of the cabins with revolvers, made them get out of bed and tied them up to stanchions in the cabins. All this must have been done in quietness and stealthily because the officer in the next cabin was not wakened. It appeared that the robbers must have taken off one of the doors of the after hatch and let themselves down between decks. They then opened the cargo port and forced open the strong room. From there they took the opium and the Chinese medicine. The second and third officers would tell the court that they found the men tightly bound with ropes. The quartermaster on duty disappeared and it had to be decided whether he acted with the parties or was kidnapped. The goods were taken in a junk towards Cap Hai Man and then towed by the steam launch Hop Fat towards Macao. Two men were arrested on the return of the launch to Wanohai and the others were arrested afterwards. The ship will leave to-morrow so it was wise to take the officers evidence first.

The Captain's Story.

Captain Sukawi of the Soshu Maru said the ship arrived about five p.m. on the Sunday afternoon, the 25th ult. On the 30th the ship left for Swatow. On Tuesday the 28th he went on shore about three p.m. He returned on the morning of the 29th. The second officer was in charge of the after hatch number three. The strong room was just below the number three hatch. When the ship was in port there were no officers on watch. The watch was kept by two quartermasters. He was ashore and knew nothing of the robbery except what was reported to him.

The second officer of the ship said he was in charge of the strong room and mail room. They were at the stern of the ship. Number three hatch was just forward by the strong room and mail room.

They were cargo ports on each side which were secured by bolts. There was no access to the after hatch from the forward part of the ship. To get to the after hatch one had to go through number three hatch or one of the cargo ports through a door on the upper deck near the rudder. There was a deck house just after number three hatch on the upper deck. The deck house contained four cabins. The door giving access to the 'tween decks was in the after part of the deck house and was always kept locked. Some opium came on board at 5.45 on Tuesday the 28th; there were six cases of opium; some medicine also came on board. He saw the opium weighed and he marked the weights on the shipping order. The opium and medicine were placed in the strong room. That was about 5.50 p.m.

Safely Locked in the Strong Room.

He was positive the opium and medicine, six cases of the former and nine cases of the latter, were safely locked in the strong room. He put the keys in his cabin. That was the last of the cargo received on that day. During that day the cargo ports had been opened. At night they were closed. He saw both of the cargo ports closed. Number three hatch he saw battened down about 6.30 p.m. The door at the stern was locked. His cabin was midships on the starboard side. He slept in his cabin that night but the chief officer was ashore. The third officer was on board. The chief officer went ashore about nine o'clock. After midnight the quartermaster kept watch. At the time of the robbery there was only one quartermaster on watch. He did not know his name. Besides this quartermaster, there was a watchman in the engine room. If any boat came alongside number three hatch it would not be near his cabin. The first he heard of the robbery was when the third officer called him. He went to the deck-house on the stern and at the quartermaster's cabin he saw four members of the crew inside the cabin tied up with rope. They were two quartermasters and two firemen. There were four quartermasters employed on the ship. The men were tied so tightly that they could not have got free without assistance.

He saw the third officer release them. He could not say if the rope they were tied with belonged to the ship. He went to the tallymen's cabin. There were four men there all tied up very tightly. He saw them released. He then noticed that number three hatch was opened. One covering board had been taken off. He went down to the 'tween decks and found the port side cargo port was opened. The strong door was open and all the cargo had gone. He examined the locks of the strong room door and both locks were broken. The strong room door was made of wood and closed against a wooden doorpost. The inside part of the door was lined with metal. It was a double door and one half was fastened with bolts inside. The lining was zinc. The other half was fastened with locks. The door and the sides were marked with a chisel.

The third officer gave corroborative evidence and deposed to unfastening one of the bound men and he asked the quartermaster to untie the others. The case was proceeding as usual to press.

MANSLAUGHTER CHARGE.**The Ladder Fatality.**

At the Police Court this afternoon before Mr. E. A. Irving, two coolies were charged with causing the death of another coolie through negligence in a passage rear of the Hongkong Hotel.

Mr. Grist of Messrs. Wilkinson and Grist defended.

From the evidence it appeared that a man was working on a ladder behind the hotel when the two defendants who were in charge of a truck collided with the ladder, which the deceased was working on and brought him to the ground so violently that he received mortal injuries and died a few minutes after being removed.

The police argued that the defendants were negligent and that it was the want of common care on the part of the defendants that caused the fatality.

A small boy who witnessed the accident said the men travelling were neither fast nor slow. He called to the two defendants but they took no notice.

By Mr. Grist.—He was seventeen years old and was an apprentice. Deceased worked at one place only and was standing a few fangs from the top of the ladder. His head was near the verandah. He had a hot iron for melting lead in his hand. When the iron got cold he went up to the deceased with a hot iron from the stove below. As soon as he heard the truck he called out to the men. He saw the truck before he called out. The truck was thirty feet away when he saw it first.

Mr. Grist said he did not wish to say the youth was untruthful, but he was unreliable; he was too young to know. He could not have seen the truck thirty feet away, according to the plan of the passage. It was more like twelve feet.

The case was proceeding as we went to press.

BILLIARDS.**Seamen's Institute Competition.**

The ties between Martin and Marques, Loukes and Cavier for the semi-final were played on Monday evening. The soldier was the winner in each case. Messrs. Martin and Marques played a very nice game and one in which the spectators found continual interest. Martin made seven breaks of 10 and over. So far he is the winner of the Highest Break Prize, with a score of 46. In this break he scored 14 times off the red.

Great praise is due to Marques for the very consistent manner in which he played throughout. Although Martin had a considerable lead all through, he kept his head up, and when he passed the 200 point, Martin stood at 242. This difference he very much reduced before Martin was declared winner with Marques only 15 points behind. It is thought that if the game had been 300 instead of 250 the result would have been different.

Scores and Breaks:—Martin 250; 11, 12, 13, 14, 16, 20 and 48. Marques 235; 11, 10, 10, 12, 25. Loukes 250; 10, 12, 12, 14, 13. Xavier 194; 10, 11, 13, 15, 16. The final will be played on Thursday evening commencing at 8 p.m. and will be for 500 up. Refreshments will be provided during the game.

LAW LIST.**Supreme Court.****Original Jurisdiction.**

To-day:—before the Chief Justice, and special jury: The Wa Cheung Lung Kee Firm v. Pruis Chan National Insurance Co., Station, (part heard).

June 17, before Mr. Justice Gompertz:—Probate Action No. 2, Tang Wang-shi v. Tang Yui-lai and another.

June 22, before the Chief Justice, Motion to Expunge entries in the register of Trade Marks. June 25, before the Chief Justice:—Mohideen v. Coronation Garage.

Summary Jurisdiction.

Before Mr. Justice Gompertz:—June 12, Jagat Singh v. A. Allen.

June 13, Chu Kan-ting v. Chu Lai.

CORRESPONDENCE.

[The opinions expressed by our correspondents are not necessarily those of the "Hongkong Telegraph"]

THE SERVANT PROBLEM.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir:—In your issue of Friday last, there was a report of a police court case under the heading of "The Lady and the Cook." It appears that the lady must have been having a rough time of it, and all the punishment the man got was a fine of \$10 or 14 days. Of course, his friends paid the fine, and he went off to molest somebody else. I think, and so does every right thinking person in this Colony, that it is quite time the Servants Ordinance was revised, so as to give employers of domestic labour a firmer hold over the servants, for the Chinese have had it all their own way long enough. If something is not done soon, something more serious will happen. It has long since come to be recognised that the Chinese servants are getting unbearable, since the revolution. I think, myself, that the man in the case above cited should have got at least six months' hard labour, and been made to work in a chain gang repairing the road outside and near that particular house, so that his friends could see him. At the end of his term, he should have been banished. If some such punishment were dealt out to them we should get along far better. I know, had the incident reported happened under any other flag, the man would have got his deserts. I know of another lady, just out from Germany, who was paying her house-boy \$16 per month. She told him to keep himself clean, and was giving him soap to wash his clothes; but with all the telling he still kept dirty, so she sent him away and got another. He was if anything worse than the first; for when she asked him had he no other clothes (those he had on were too dirty) he turned and called her, "Your yourself belong a dirty German pig, no savvy nothing." Next day the boy said he was going to leave and incited the lady to come down to the cook-house "and see everything belong proper." So when the lady went down, right in the middle of the floor was a heap of certain stuff. The boy said:—"There, missis I belong dirty; you can tell your friends that." Whereupon the lady called in the police, but they said they were sorry but could do nothing; she could get a summons out for him. Meanwhile, the boy was in the doorway laughing at her because she was helpless to do anything. Eventually she had to get the sanitary coolie in to clean the place. There is the case of another lady whom I know, who, a few months back, put her boy in jail for stealing. Since then, she has been boycotted, both by boys and amahs, and when she applied to the authorities about it, she was told they were very sorry but could do nothing in the matter, much as they would like to as it was a very bad case. So the lady had to go back none the better off, after wasting half a day trying to enlighten the Government as to the whereabouts of a secret society or guild; but the government was powerless to move owing to the antiquated Servants Ordinance. Yet another case. This lady I know too. She had to apologize to her boy, and in the presence of his friends, because she had caught him gambling in his room at 10 o'clock in the morning when he should have been working, and because she spoke crossly to him, he was going to leave at once or have an apology. Of course, to quieten things down she did apologize and, of course, she has to be very civil to them now. I have quoted these three cases to show what we do have to put up with. I could quote several more if space would allow. I think, however, if the proper authorities see this, they will come to the general conclusion that they must at once revise, without loss of time, the existing Servants Ordinance unless the general public of the Colony agree to discharge all their Chinese servants and employ either Annamites from Haiphong, or else Japanese, or Filipinos. Yours, etc.

VISCOUNT HALDANE.

Viscount Haldane, whose promotion to the Woolsack is announced, is one of those whose political capacity was little known until the Liberal party came into power in 1906, but who, directly the opening was given, was able to show that he was a man of sterling worth. At a time when the Volunteer force was by no means in a healthy state, he was responsible for the introduction of the Territorial scheme, which, while it has never proved the great success that was at first expected, turned out to be a great advance over the old order of things, and was responsible for an increased interest in national defence. Born in 1856, he was educated at Edinburgh academy and Edinburgh and Göttingen Universities, taking his M.A. degree, and the former University, with first class honours in philosophy. In 1879 he was called to the Bar, taking silk eleven years later. From 1885 he represented Haddingtonshire in the Liberal interest, until his elevation to the peerage. He has been Secretary of State for War since 1905.

Col. Seely, who fills the vacancy at the War Office, having been called in 1897. He served with the Imperial Yeomanry in South Africa 1900-1901. From 1900-6 he represented the Isle of Wight in the Unionist interest and from 1906-1910, was Liberal member for the Abercromby division Liverpool. Since 1910 he has represented the Ilkeston division, Derbyshire. He is the youngest son of Sir Charles Seely who on three occasions represented Nottingham.

Today's Advertisements

INDO-CHINA STEAM NAVIGATION CO., LTD.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NANSANG" having arrived from the above Ports Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo remaining on board after 4 p.m. the 11th instant, will be landed at consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD., General Managers. Hongkong, 10th June 1912 487

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR EUROPE, (via usual Ports of Call)

THE Steamship

"GOEBEN" Captain A. Ahlborn, will leave on THURSDAY, the 13th inst. at 9 A.M. For Freight or Passage, apply to NORDDEUTSCHER LLOYD, MELOERS & CO., General Agents. Hongkong, 10th June, 1912. [7]

VICTIM.

Hongkong, June 10, 1912.

BUTTER. BUTTER.

We are pleased to announce still

FURTHER REDUCTIONS

From 1st June, the following prices will rule:—

"DAISY"	BRAND 80 cents per lb.
"DAIRYMAID"	70 "
"BUTTERCUP"	68 "
PASTRY	65 "

THE DAIRY FARM CO., LD.

GARNER QUELCH & CO., WINE MERCHANTS.

DES VCEUX ROAD.

TELEPHONE 636.

Supply the highest quality Wines, Spirits, Cigars and Cigarettes obtainable, consistent with price. All Wines and Spirits bottled in Europe by Shippers of world wide reputation.

Hongkong, 15th January, 1912.

[21]

THE CHINA AND MANILA STEAMSHIP CO., LTD.

THE TWENTY-NINTH ORDINARY GENERAL MEETING OF SHAREHOLDERS

in the above Company will be held at the Company's Office, St. George's Buildings, 6 Cross Street, Victoria, on SATURDAY, the 22nd June 1912, at NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December 1911, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 19th June to SATURDAY, the 2nd June, both days inclusive.

SHEWAN TOMES & CO. General Managers.

Hongkong, 11th June, 1912 [493]

DON'T FORGET.

Wednesday, June 12. Prize Distribution, Wigan Tennis Club. Concert at Theatre Royal, 9.15. Saturday, June 15. American Tennis Tournament K.U.C. Monday, June 17. Sale of Crown Land P.W.D. Wednesday June 19. Watkins, Ltd. Extraordinary General Meeting, noon.

ASAHI BEER

SAPPORO BEER

TO BE OBTAINED AT THE WHOLESALE DEPOT

Note on Price \$13.00 per case containing 4 dozen quarts or 6 dozen pints. [70]

WHY DOES EVERY FIRST CLASS CARAVANSARY SELL**ISUAN**

BECAUSE it is the MOST DELICIOUS NATURAL MINERAL WATER IN THE WORLD.

THE CHINA COMMERCIAL COMPANY.

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HIGH CLASS CIGARETTES.

THE FOLLOWING BRANDS OF CIGARETTES ARE RECOGNISED AS A STANDARD OF PURITY AND SUPERB FLAVOUR. (FRESH CONSIGNMENTS MONTHLY.)

"Quo Vadis" (Turkish Leaf) ...	Tins of 100 each	\$3.00
"Ozette (Egyptian Blend) ...	Tins of 50	\$1.50
"Ozette (Egyptian Blend) ...	Tins of 100	\$2.00
"Princess (Burma Special) ...	Tins of 50	\$1.10
"Princess (Burma Special) ...	Tins of 100	\$1.20
"Apostolon Jupiter (Gold Tipped) ...	Tins of 50	\$0.60
"Special (Cork Tipped) ...	Tins of 50	\$0.75
"Winifred (Gold Tipped) ...	Tins of 50	\$0.60
"(Plain Tipped) ...	Tins of 50	\$0.50
"Chief Whip (Virginale) ...	Tins of 50	\$0.40
"Splendo (Oriental Blend) ...	Tins of 50	\$0.55

OBTAINABLE FROM GANDE, PRICE & CO., LTD., Wine Merchants.

Telephone No. 135. 12, Queen's Road Central, Hongkong.

Hongkong, 10th June, 1912.

Shipping

CANADIAN PACIFIC RAILWAY COMPANY'S. ROYAL MAIL STEAMSHIP LINE. "EMPEROR LINE."

Sailings from Hongkong and Quebec. "E. of India" ... Satur. June 22 "Allan Line" ... Fri. July 19. "E. of Japan" ... July 18 "E. of Ireland" ... Aug. 9. "Montevideo" ... Aug. 8 "Allan Line" ... Aug. 30. All steamers leave Hongkong at 6 p.m. To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C. Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world. For further information, maps, Guide Books, Rates of Passage and Freight, apply to— D. W. Graddock, General Traffic Agent, Corner Paddar Street and Praya (Opposite Blake Pier.)

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION) For Steamship On SHANGHAI, KOBE & MOJI ... NAMSANG ... Wed. day, 12th June, 4 p.m. SINGAPORE, PENANG & CALCUTTA ... FOKKSANG ... Friday, 14th June, Noon. SHANGHAI ... WINGSONG ... Friday, 14th June, Noon. SHANGHAI ... CHOYANG ... Friday, 14th June, Noon. CHINWANTAO ... ONSANG ... Saturday, 15th June, Noon. MANILA ... YUBENSANG ... Saturday, 15th June, 2 p.m. TIENTSIN & WETWEL ... CHONGSHING ... Sunday, 16th June, Daylight. MANILA ... LOONGSANG ... Saturday, 22nd June, 2 p.m. RETURN TOURS TO JAPAN (Occupying 24 days). The steamers "Kutang," "Namsang" and "Fokksang" leave about every 8 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Lamsang" and "Lamsang" leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried. Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light. Taking Cargo on Through Bills of Lading to Yangtze Ports, Okeloo, Tientsin, via Chingwangtao. Taking Cargo on Through Bills of Lading to Kailash, Labad, Dahu, Simporia, Tawao, Usken, Joeselon and Labirin. For Freight or Passage, apply to JARDINE MATHESON & CO., LD. Telephone No. 215. General Managers. Hongkong, 10th June, 1912.

"SHIRE" LINE OF STEAMERS, LD.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.) For STEAMERS. DATE OF DEPARTURE SHANGHAI, KOBE & YOKOHAMA ... PEMBROKESHIRE ... About 24th June. LONDON, ROTTERDAM & ANTWERP ... DENBIGHSHIRE ... 30th June. LONDON & ANTWERP ... MONMOUTHSHIRE ... 15th July. SHANGHAI, KOBE & YOKOHAMA ... CARMARTHENSHIRE ... 21st July. These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged. For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., AGENTS. Hongkong, 10th June, 1912.

HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD., HONGKONG-CANTON LINE. HONGKONG TO CANTON CANTON TO HONGKONG TUESDAY, 11th JUNE. 10.00 p.m. "FATSHAN." 5.00 p.m. "KINSHAN." These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651 S.S. "SUI AN" Tons 1651 HONGKONG TO MACAO. Week days at 8 a.m. & 2 p.m. from the Company's Wing Lok Street Wharf. Sunday at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sunday, at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 16th JUNE. The Company's Steamship, "HEUNGSHAN." will depart from the Company's WING LOK WHARF at 9 a.m. Departure from Macao at 8 p.m., landing at Wing Lok Wharf. N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf. This steamer connects with the excursion steamer returning from Macao at 9 p.m.

Usual Excursion Fares.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons. Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m. Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 p.m.

JOINT SERVICE OF HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 589 Tons, and "NANNING," 569 Tons. One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the office of the HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED. HOTEL MANSION (FIRST FLOOR), Opposite the City Hall.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Destination.	Steamers.	Sailing Dates.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID	IVO MARU. Capt. H. Takada. T. 7,000. HIRANO MARU. Capt. H. Fraser. T. 9,000.	WEDNESDAY, 19th June, at Daylight. WEDNESDAY, 3rd July, at Daylight.
VICTORIA, B.C., & SEATTLE via KAILASH, OKELOO, MOJI, YOKOHAMA, SHANGHAI, HAMA, & YOKO	STAMBA MARU. Capt. S. Wada. T. 7,900. SANUKI MARU. Capt. N. Teranaka. T. 7,000.	TUESDAY, 18th June, at 4 p.m. TUESDAY, 2nd July, at 4 p.m.
SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU. Capt. M. Winger. T. 6,000. YAWATA MARU. Capt. Sekino. T. 5,000.	FRIDAY, 5th July, at Noon. FRIDAY, 2nd Aug., at Noon.
SHANGHAI, and KOBE	TOTOMI MARU. Capt. A. Mosker. T. 4,000.	MONDAY, 17th June.
SHANGHAI, MOJI & KOBE	TOSA MARU. Capt. Futo. T. 7,000.	WEDNESDAY, 19th June.
KOBE & YOKO	KAMO MARU. Capt. Sumner. T. 9,000.	THURSDAY, 20th June, at a.m.
N'SAKI, KOBE & YOKOHAMA	YAWATA MARU. Capt. Sekino. T. 5,000.	Abt. WEDNESDAY, 21st July.
BOMBAY, SINGAPORE & COLOMBO	COLOMBO MARU. Capt. Y. Kanno-hita. T. 5,000.	MONDAY, 21st June.

§ Fitted with new system of wireless telegraphy. § Cargo only.

CALCUTTA LINE.

Regular fortnightly service between Kobe and Calcutta via Moji, Hongkong, Singapore, Penang and Rangoon.

NEXT SAILINGS FROM HONGKONG: S.S. JINSEN MARU.....Tons 4,000.....Saturday, 28th June.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return.	Return.	Return.	Return.	Return.
1st class	\$135	\$122	\$108	\$36
2nd class	\$ 81	\$ 75	\$ 65	\$ 57

With option of Rail between Steamer's Calling ports in Japan.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information apply to T. KUSUMOTO, Manager.

For further information apply to T. KUSUMOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To Sail.
HAIPHONG	"SUNGKIANG"	11th June 10 a.m.
SWATOW, AMOY and SHANGHAI	"HOIHOW"	11th June 4 p.m.
MANILA, CEBU & ILOILO	"TAMING"	11th June 4 p.m.
SHANGHAI	"CHENAN"	13th June 4 p.m.
WEIHAIWEI & TIENTSIN	"HUICHOW"	15th June Daylight.
SHANGHAI	"LINAN"	15th June Midnight.
MANILA, CEBU & ILOILO	"TEAN"	18th June 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANUI."

NEW SERVICE.

SHANGHAI TO ANTUNG direct, leaving Shanghai on alternate Wednesdays.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MAJILLA LINE—Twin Screw Steamers "Tea" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of a.s. "Kallong" is situated on deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Ohawa, Liaoa, Ohawa)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Reduced Fares:—Single \$45. Return \$75. For Freight or Passage apply to BUTTERFIELD & SWIRE.

Shanghai, 11th June, 1912.

Shipping

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH Deutsche Dampfschiffahrts Gesellschaft "HANSA." EAST ASIATIC SERVICE. Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to

Marseilles, Havre, Bremen and Hamburg and New York.

Taking Cargo at Through rates to all European North Continental and British Ports, also Tientsin, Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black & Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong: OUTWARD. HOMEWARD.

For Shanghai, Kobe & Yokohama:	For Marseilles, Hamburg & Antwerp:
S.S. SILESIA 30th June	S.S. ANDALUSIA 13th June
S.S. BULOW 1st July	S.S. BAYERN 13th June
GOLDENFELS 14th July	For Marseilles, Havre & Hamburg:
SCEVIA 29th July	S.S. LIBERIA 28th June
	For Rotterdam, Hamburg & Antwerp:
	S.S. BADENIA 29th June
	For Havre, Bremen & Hamburg:
	S.S. ALESIA 2nd July

For Further Particulars, apply to— Hamburg-Amerika Linie, Hongkong Office. [12]

HONGKONG—PHILIPPINES. PHILIPPINES STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO	4000.	M. C. Smith.	Manila, Mangarin, Iloilo and Cebu.	THURSDAY, 20th June, 4 p.m.
RUBI	4000.	S. A. Oraby.	Manila, Mangarin, Iloilo and Cebu.	

For Freight or Passage apply to SHEWAN TOMES & CO., GENERAL MANAGERS

Hongkong 30th May, 1912. [14]

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA and JAPAN.

Steamer	From	Expected on about	For	Will leave on or about
Tilboda	JAVA.....	1st half June.	SHANGHAI.....	1st half June.
Tilpanas	JAPAN.....	1st half June.	JAVA.....	1st half June.
Tililwong	JAVA.....	1st half June.	JAPAN.....	2nd half June.
Tililwong	JAPAN.....	2nd half June.	JAVA.....	2nd half June.
Tililwong	JAVA.....	2nd half June.	SHANGHAI.....	1st half July.
Tililwong	JAPAN.....	1st half July.	JAVA.....	1st half July.
Tililwong	JAVA.....	2nd half July.	SHANGHAI.....	2nd half July.
Tililwong	JAPAN.....	2nd half July.	JAVA.....	2nd half July.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the JAVA-CHINA-JAPAN LIJN. Telephone No. 375. York Building. [15]

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
S.S. "Shinyo Maru"	21,000.	H. S. Smith.	June 25th, Noon.
S.S. "Chiyu Maru"	11,000.	W. W. Green.	July 28th, Noon.
S.S. "Nippon Maru"	21,000.	A. G. St. John.	Aug. 18th, Noon.
S.S. "Tenyo Maru"	21,000.	E. Bent.	Aug. 20th, Noon.

These steamers are equipped with Turbine Engines and Triple Screws. All steamers carry Japanese Government wireless telegraph and post office.

The triple screw steamer "Shinyo Maru" will be dispatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU on TUESDAY, the 25th June, at Noon.

INTERMEDIATE SERVICE. The twin screw steamer "Nippon Maru" will be dispatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA & HONOLULU on TUESDAY, the 18th August, at Noon.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Date of Sailing.
Kyo Maru	17,500.	Saturday, Aug. 6, Noon.
Buyo Maru	10,500.	Friday, October 4, Noon.
Hongkong Maru	11,000.	Tuesday, December 3, Noon.

For Further Particulars as to Passages and Freight, apply to B. MORIMOTO, Agent. (KING'S BUILDING Opposite Blake Pier)

MEE CHEUNG. ART PHOTOGRAPHER. HONGKONG. TELEPHONE NO. 1013.

Developing, Printing & Engraving. Hongkong, 1st May, 1912. [16]

LOG BOOK.

N. D. L. Sales. The North-German Lloyd has sold its steamers Haidelberg, of 3,372 registered tons gross, and Mainz, of 3,204 registered tons gross, to the shipowner Deppo, of Antwerp. The Continental Rhederi A.-G., of Hamburg, has bought from the North-German Lloyd the steamer Wittenberg.

N. Y. K. Changes. It has been decided by the Nippon Yusen Kaisha to withdraw the steamships Sanuki Maru and Kamakura Maru from the Seattle run, in place of the Tamba Maru and Inaba Maru as was at first contemplated.

The Yokohama Maru and Shidzuoka Maru, now building in Japan, are to replace the Sanuki Maru and Kamakura Maru in the transpacific service.

Japanese Ship-building. The shipping trade and ship-building industry in Japan are at present having one of the busiest seasons that has been experienced in recent years. The Mitsui Bishi dockyard at Nagasaki and the Kawasaki company at Kobe are full of activity, as both of these yards are constructing broad-noughts and are giving work to hundreds of trained mechanics.

The shipping trade has been very busy since the end of last year, and vessels are loaded to their full capacity. As an indication of the general prosperity, it may be mentioned that the freight on coal between Moji and Yokohama is now high, as 90 sen a ton and may soon jump to one yen. It was only 55 sen at the beginning of March and 85 sen at the end of last month. At Yokohama rice, bean-cake, coal and other merchandise is coming in large quantities. The shipments of rice from Siam and other tropical countries are very large, and the freight has increased from 3.25 to 3.30 dollars.

In consequence of the general activity there is a good demand for vessels and chartering is fully occupied with repair work. The big yards, such as the Mitsui Bishi and Kawasaki, are turning over orders to the smaller yards, and has been a general rise in wages of from 10 to 15 per cent. in the last few months. Such prosperity has not been experienced since 1905.

Emigration for Ex-service Men. The Naval and Military Emigration League has issued an appeal for British ex-service men, and is in pressing need of funds to carry on its Imperial and philanthropic work. The main objects of the League are to find openings in His Majesty's Dominions overseas for ex-service men, and to advance, by way of a loan, the amount necessary for their emigration, arrangements for the repayment of which are made through the overseas representatives of the League. The men to whom such advances are made must be of good character and physique, must show aptitude for Colonial life, and must be unable to obtain permanent employment at home. Already a large number of men, through the advice and assistance which the League has been able to render, have emigrated to Canada, Australia, New Zealand, and South Africa, to their own advantage and to that of the countries to which they have gone. They interim report of the League, from July 1, 1911, to February 29, 1912, has recently been issued, and full particulars may be had from the offices at Parliament Chambers, 14, Great Smith Street, London, S.W.

American Workshops on Pacific Station. The South Dakota and the California, two of the cruisers of the Pacific fleet now in these waters, have left Manila for their annual coal tests. They will speed up the coast of Luzon under forced draught for 24 hours.

The remaining cruiser, the Colorado, is leaving for the States, orders to that effect having been received by Admiral Sutherland on June 3. No other details were given in the orders, which were by cablegram, except that the Colorado should return as soon as practicable to join the Pacific fleet. No orders, says the "Manila Times," regarding the South Dakota and California have been received, and these two vessels, upon returning from their coal tests, will remain in or near Manila Bay, awaiting orders.

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London and Antwerp	Donbighshire	J. M. & Co.	15 June
Marseilles, &c.	Nora	M. M. Co.	18 June
Marseilles, Hamburg and Antwerp	Andalusia	H. A. L.	13 June
Marseilles, Havre and Hamburg	Liberia	H. A. L.	27 June
do do do	Iyo Maru	N. Y. K.	19 June
Hamburg, Naples, Genoa, &c.	Goeben	N. D. L.	12 June
Trieste via Singapore, &c.	Africa	S. W. & Co.	19 June
Rotterdam, Hamburg & Antwerp	Bayera	H. A. L.	18 June
do do do	Badenia	H. A. L.	20 June

New York, San Francisco and Canada.

New York	Lothian	D. & Co.	15 June
Boston and New York	Indramayo	S. T. & Co.	30 July
San Francisco	Korea	P. M. Co.	15 June
do	Shinyo Maru	T. K. K.	25 June
San Francisco via Shanghai and Japan	Chiyo Maru	T. K. K.	23 July
Seattle via Nagasaki, Kobe and Yokohama	Minnesota	N. Y. K.	5 August
San Francisco via Shanghai & Japan &c.	Shinyo Maru	T. K. K.	25 June
Mexico, Peru, Chili via Japan	Kiyo Maru	T. K. K.	8 August
do do do	Buyo Maru	T. K. K.	4 October
Victoria & Tacoma via Shanghai & Japan	Canada Maru	O. K. S.	26 June
Victoria and Tacoma via Japan	Chicago Maru	O. K. S.	13 June
do do do	Tacoma Maru	O. K. S.	11 July 1 p.m.
Vancouver via Shanghai, Japan &c.	Empress of India	C. P. R. Co.	22 June
Vancouver, Seattle and Portland	Oceano	Bank Line	27 June

Australia.

Australian Ports via Manila	P. Sigismund	M. & Co.	15 June
do do	Kumano Maru	N. Y. K.	5 July
do do	Coblenz	M. & Co.	15 June

Singapore, Coast Ports and Japan.

Singapore, Penang and Calcutta	Fooksang	J. M. & Co.	13 June, Noon
Yokohama and Kobe	Nippon	S. W. & Co.	20 June
Kobe and Yokohama	Futaba	J. M. & Co.	15 June
do do	P. Waldemar	N. D. L.	25 June
Kudat and Sandakan	Borneo	M. & Co.	Middle of June
Java, &c.	Tjipanas	J. C. J. L.	F. half June
Japan	Tjilwong	J. C. J. L.	F. half June
do	Tjimanook	J. C. J. L.	F. half July
Straits and Calcutta	Fooksang	J. M. & Co.	13 June
Manila	Yuensang	J. M. & Co.	15 June, 2 p.m.
Chinwantao	Onsang	J. M. & Co.	13 June, Noon
Tientsin via Weihaiwei	Cheongshing	J. M. & Co.	16 June, d'light
Tamsui via Swatow and Amoy	Dajin Maru	O. S. K.	15 June, Noon
Anping via Swatow and Amoy	Sosha Maru	O. S. K.	12 June, 10 a.m.
Shanghai, Kobe and Yokohama	Slesia	H. A. L.	20 June
do do	Oceanien	M. M. Co.	17 June
Shanghai, Kobe and Moji	Namsang	J. M. & Co.	12 June, 4 p.m.
do	Furst Bulow	H. A. L.	27 June
Shanghai	Tjilatjap	J. C. J. L.	F. half July
do	Tjibodas	J. C. J. L.	F. half July
do	Tjimatih	J. C. J. L.	S. half July
do	Koorber	S. W. & Co.	5 July
do	Chenan	B. & S.	13 June, 4 p.m.
do	Linan	B. & S.	15 June, M'night
do	Wingsang	J. M. & Co.	12 June
do	Chaysang	J. M. & Co.	16 June

MOVEMENTS OF STEAMERS.

AMERICAN MAIL.

The P. M. S. S. Co.'s s.s. Siberia from San Francisco, via Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, is due to arrive at Hongkong on the 21st inst.

The P. M. S. S. Co.'s s.s. Manchuria sailed from San Francisco on the 5th inst., for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 7th inst.

CANADIAN MAIL.

The C. P. R. Co.'s s.s. Monticello left Yokohama for Victoria and Vancouver, B.C., on the 9th inst., at 3 p.m.

The C. P. R. Co.'s s.s. Empress of India arrived at Shanghai on Monday, the 10th inst., at 7 a.m., and left again at 5 p.m., same day for Hongkong, where she is due to arrive on Thursday, the 13th inst., at 8 a.m.

AUSTRALIAN MAIL.

The I. G. M. s.s. Prinz Waldemar, left Yokohama, the 1st inst., at 11 a.m., and may be expected here on or about the 24th inst.

The I. G. M. s.s. Prinz Sigismund left Yokohama on Friday, the 7th inst., at 5 a.m., and may be expected here on or about Friday, the 14th inst., at 11 a.m.

The E. & A. s.s. St. Albans left Sydney on the 8th inst., for this port via Queensland, Port Timor and Manila, and is due here on the 30th inst.

GERMAN MAIL.

The I. G. M. s.s. Inobow which left here on Saturday, the 1st inst., at 11 a.m., arrived at Singapore on Wednesday, the 6th inst., at 7 p.m.

The I. G. M. s.s. Prinz Eitel Friedrich carrying the German Mail, with dates from Berlin of the 15th ult., left Singapore on Friday, the 7th inst., at 10 a.m., and may be expected here on or about Wednesday, the 12th inst.

MERCHANT STEAMERS.

The T. K. R. s.s. Kiyo Maru sailed from Valparaiso, Chile, on the 8th ult., for Hongkong and is expected on the 28th inst.

The N. Y. K. s.s. Wakasa Maru, left Yokohama, the 1st inst., at 11 a.m., and may be expected here on or about the 24th inst.

Bombay Line, left Singapore for this port on the 31st ult., and is expected here on the 18th inst.

The N. Y. K. s.s. Tosa Maru, Bombay Line, left Bombay for this port on the 31st ult., and is expected here on the 18th inst.

The s.s. Glenary passed the Suez Canal on the 10th ult., for Hongkong via Straits.

The s.s. Kansas passed the Suez Canal on the 21st ult., for Hongkong direct.

The T. K. K. s.s. Shinyo Maru will be despatched for San Francisco via Keelung, Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu on Tuesday, the 25th inst., at noon.

The T. K. K. s.s. Tenyo Maru sailed on Tuesday, the 4th inst., at noon, and will next leave for San Francisco via ports of call on Tuesday, 20th August at noon.

The Shire Line s.s. Carmarthenshire from London is due at Hongkong on the 20th inst.

The India Line s.s. Indradevi from New York, is due at Hongkong on the 24th inst.

The I. C. S. N. Co.'s s.s. Hoppang, from Calcutta is due at Hongkong on the 18th inst.

The I. C. S. N. Co.'s s.s. Cheongshing, from Weihaiwei, is due at Hongkong on the 18th inst., and leaves for Weihaiwei and Tientsin on June 16.

The I. C. S. N. Co.'s s.s. Lainsang, from Shimonoseki, is due at Hongkong on the 12th inst.

The R. I. S. N. Co.'s s.s. Iola, from Moji, is due at Hongkong on the 16th inst., and leaves for Straits and Rangoon on the 20th inst.

The B. I. S. N. Co.'s s.s. Ithada, from Rangoon, is due at Hongkong on the 20th inst., and leaves for Yokohama and Kobe on June 21.

PASSENGERS.

Outward

Per P. and O. steamer Malta, from London May 18.—To Shanghai: Mrs. and Miss Youngs, Mrs. O. Hamilton and child, Mr. and Miss H. Franklin, A. O. Cudler, Mrs. A. W. Marshall and child, Mrs. J. Craig and children.

To Hongkong: Mr. B. D. Evans, Mr. A. J. Mackie, Lieut. H. R. Kunhardt, Major C. G. Pritchard, Mr. W. B. Cawsey, Mr. W. H. Jenkins, Mr. Barrott, Mr. W. J. A. Robins and Mr. A. R. Whibley.

To Singapore: Mrs. I. Catto, Mr. J. Bruce, Dr. W. H. Hart, Miss M. A. McPhoe, Capt. T. N. Dunman, Mr. H. W. Hirst, Mrs. F. M. Stonor, Mr. W. H. Fitzgerald, Mr. C. W. Thring, Miss Weigaw, Miss M. O. Stonor.

To Penang: Mr. and Mrs. W. H. Thorne and children, Mr. W. Mulcock, Dr. D. T. Skeen, Lieut. D. A. Hutchison, Mr. P. B. Linch, Mr. G. Brown, Mr. A. J. Tyrrell, Mr. W. A. Waters, Mr. F. B. Beckingham, Mr. O. J. W. Williams, Mr. P. H. Gordon, Mr. L. Quby, Mr. N. T. Garnett, Mr. G. G. Hantley and Mr. J. Cummings.

Per P. and O. steamer Maloja, connecting with the steamer Dovalia at Colombo. From London May 31.—To Shanghai: Mr. D. Anderson.

To Hongkong: Mr. C. Penberton, Mr. D. O'Connor.

To Singapore: Mr. and Mrs. E. W. Rigby, Mr. J. Ruff, Mr. F. McEwan.

To Penang: Mrs. Walker.

From Marseilles June 7.—To Penang: Mr. J. E. Nathan, Mr. D. F. Topham, Mr. A. Duncan.

To Singapore: Mr. W. B. Cookwin, Mr. Robinson.

Per P. & O. steamer Moldavia, connecting with the steamer Assaye at Colombo.

From London May 17.—To Shanghai: Mr. and Mrs. R. J. Gould and child, Miss R. Norman, Mr. E. J. Flanagan, Mr. P. J. Slings.

To Singapore: Mr. W. B. Williams, Mr. F. W. A. Willmott, Mr. H. L. Manchester, Mr. J. S. Scher, Mr. S. C. Gole.

To Penang: Miss K. S. Cowderoy.

From Marseilles May 24.—To Sourabaya: Mr. A. E. Brunning.

To Manila: Mr. J. E. Edwards.

To Singapore: Mr. B. Johnston.

From Brindisi May 26.—To Manila: Mr. J. F. Kent.

Per N. D. L. steamer Prinz Eitel Friedrich, from Hamburg May 2.—To Singapore: Mr. W. von Kaltenborn.

To Penang: Mrs. King and child.

From Antwerp May 6.—To Yokohama: Mr. E. Luffler.

From Southampton May 7.—To Sandakan: Mr. F. Mackay.

To Jesselton: Messrs. E. and S. E. Thompson.

To Singapore: Dr. J. Gray, Miss M. C. F. Clarke.

From Genoa May 16.—To Shanghai: Mr. and Mrs. O. Carlen.

To Hongkong: Dr. Cohn, Miss L. Stuebel.

To Manila: Mr. H. Klock.

To Sourabaya: Mr. A. Schneider.

To Belawan-Deli: Miss H. Kottiger.

To Singapore: Mr. and Mrs. T. do Munnick, Dr. W. D. J. Francken, Mr. and Mrs. J. H. de Ridder, Mrs. C. Petersen, Mr. P. F. David, Mr. M. Rooswinkel, Mr. W. Adloff, Mr. J. Hechler, Mr. T. H. Keetell, Mr. B. Brautigam.

To P. Benang: Mr. W. Woy.

Per P. and O. steamer Mongolia, connecting with the steamer Delta at Colombo.—From London June 14.—To Shanghai: Mr. A. Walker.

To Singapore: Miss R. Krinzeley, Mr. H. Mark.

From Marseilles June 21.—To Shanghai: Mr. R. S. Pratt.

To Penang: Mr. Hee Ngan, Cheah, Mr. Yin Khean Leong, Mr. L. D. Evans.

Per P. and O. steamer Nubia, from London June 15.—To Singapore: Mr. and Mrs. N. Oliver-Rutterford.

To Penang: Mr. R. Makopace, Mr. M. T. Hollywood, Mr. W. G. Gilfillan.

SHIPPING NEWS.

ARRIVED.

Namsang, Br. s.s., 2,691, P. M. B. Lake, 10th June—Calcutta and Straits 8th June, Gen.—J. M. & Co.

Yuensang, Br. s.s., 1,221, P. H. Rolf, 11th June—Manila 8th June, Gen.—J. M. & Co.

Chen Meier, Br. s.s., 2,118, W. Wright, 11th June—Portland, Ore., 4th May, Flour—Bank Line.

Hsinang, Br. s.s., 641, A. H. Stewart, 11th June—Swatow 10th June, Gen.—D. L. & Co.

Tjibodas, Dutch s.s., 2,953, Bonman, 11th June—Batavia 2nd June, Gen. and Sugar—J. C. J. L.

PEARANCES AT THE HAF-BOUR OFFICE.

Taming, for Cebu, Bombay-maru, for Bombay, Haiching, for Foochow, Kwangshing, for Shanghai, Sunksing, for Haiphong, Michael Jensen, for Haiphong, Johannes, for Deli, Holbow, for Shanghai, Indravelli, for Shanghai, Kinkiang, for Canton.

DEPARTED.

June 11.

Perain, for San Francisco, Haiching, for Foochow, Kwangshing, for Canton, Kwangshing, for Canton, Chenan, for Canton, D. gny, for Canton, Kinkiang, for Canton, Tam ng, for Philippine Islands, Kwangshing, for Shanghai, Johannes, for Swatow, Indravelli, for Shanghai, Holbow, for Amoy, Lyeomoon, for Saigon, Bombay-maru, for Singapore.

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SHIPS PASSED THE CANAL.

May 21, Benlawore, Ceylon, Myrion, Polynesian, Indur, Poona, Kansas, Tweeddale.

May 25, Achilles, Ateuta Maru, Kleist, Kampo Maru, Konangal, Moyune, Oceanian, Proteus, Rheus, May 28, Canton, Montrose, Pembroke.

June 1, Machan, Namur, Patroclus, Ville de la Ciotat.

June 6, Ambria, Ningchow, Silesia, Yorok, First Bulow.

June 8, Aki Maru, Hitachi Maru, Fern, Polynesian, Sachsen, Tencer, Atreus, O. J. D. Ahlers.

ARRIVALS AT HOME.

May 26, Belgravia, Lutzow, Polynesian.

May 28, Alcinous, Austria.

June 1, Achilles, Ateuta Maru, Indrasamba, Kleist, Don of Glamis.

June 8, Kalama, Proteus, Ville de la Ciotat.

June 10th.

10 a.m. 4 p.m.

Barometer 29.79 29.78

Temperature 77 81

Humidity 89 72

Rain — —

in morning, a afternoon.

TIDE TABLE.

June 11th to 17th June, 1912.

High Water Hongkong Mean Time.

Low Water Hongkong Mean Time.

June 11th.

June 12th.

June 13th.

June 14th.

June 15th.

June 16th.

June 17th.

June 18th.

June 19th.

June 20th.

June 21st.

June 22nd.

June 23rd.

June 24th.

HONGKONG HOTEL.

Alcantara, M. and Mackie, D. D. child.

Amelunzen, Barou Mackenzie, D. V.

Baldwin, Mr. and Marshall, W. B.

Mrs. A. M. Maitson, F.

Barberini, A. T. Mohs, K. B.

Bate, E. B. Merochi, J.

Becker, G. Morris, J.

Bell, O. D. J. Moore, Mrs. K. O.

Bona, G. A. Mulder, J. D. F.

Bingham, Mr. and Northcombe, Capt. Mrs. J. and Mrs.

Brill, Dr. Payne, N. F.

Crockett, J. B. Reyes, D. A.

Burton, E. W. Ray, E. H.

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FAR EASTERN NAVAL SQUADRONS.

BRITISH.					
Name	Class	Tons	Guns	I.H.P.	Commander
Alacrity	Despatch-boat	1,700	4	2,000	Comdr. C. L. Lamb
Brins	Admiralty tug	615	—	1,400	Master West
Aramble	Gunboat	710	—	900	Lt.-Com. B. E. Pritchard
Bitomart	Gunboat	710	—	900	Lt.-Com. W. H. Darwell
Cadmus	British sloop	1,070	—	1,400	Comdr. H. Williams
Cambrian	2nd class cruiser	4,300	10	7,000	Capt. J. E. Drummond
Cerberus	Water tank and tug	300	—	340	Master W. Smith
Olio	British sloop	1,070	—	1,400	Comdr. H. R. Vase
Defence	Torpedo-boat destroyer	340	6	5,700	Captain L. Bruce M.V.O.
Fame	2nd class cruiser	4,350	10	7,000	Lt.-Com. H. S. Monroe
Flora	Torpedo-boat destroyer	205	6	4,000	Capt. C. F. Corbett M.V.O.
Handy	Torpedo-boat destroyer	320	6	3,000	Lt.-Com. F. G. Brickenford
Janus	Torpedo-boat destroyer	9,800	14	22,000	Lt.-Com. W. G. C. Maxwell
Kent	Armoured cruiser	610	—	1,200	Capt. A. H. T. Hunt C.S.I.
Kinsla	River gunboat	1,070	6	1,400	Lt.-Com. H. Marryatt
Merlin	Surveying ship	14,600	—	27,000	Capt. F. C. C. Pasco
Minotaur	Armoured cruiser	9,800	—	22,000	Capt. G. G. Cayley
Monmouth	River gunboat	180	2	800	Capt. B. T. F. Bartlett
Moorhous	2nd class cruiser	4,800	—	22,000	Capt. G. P. Leith
Newcastle	River gunboat	85	2	240	Capt. G. P. E. Hunt D.S.O.
Nightingale	Torpedo-boat	285	6	6,300	Lt.-Com. E. T. B. Chambers
Otter	Protected cruiser	2,135	—	5,000	Comdr. F. H. Mitchell
Pegasus	3rd class cruiser	2,135	—	5,000	Comdr. N. Luxmore
Prometheus	T.B.D.	590	6	7,500	Lt.-Com. E. J. G. Mackinnon
Ribble	River gunboat	85	2	240	Lt.-Comdr. A. Dixon
Robin	Depotship for submarines	980	—	1,400	Lt.-Comdr. N. E. Archdale
Rosario	River gunboat	85	2	240	Lt.-Com. I. S. Hilton
Sandpiper	River gunboat	85	2	240	Lt.-Com. Maurice Leslie
Snipe	Torpedo boat destroyer	305	—	6,000	Gunner E. J. Trillo
Taku	Receiving ship	4,650	6	—	Comdr. C. J. Eyres
Tamar	River gunboat	180	2	800	Lt.-Com. Hon. Guy Stopford
Toul	Gunboat	710	—	900	Lt.-Com. H. N. Cotrell
Thistle	T.B.D.	590	—	7,500	Lt.-Comdr. B. W. Blunt
Uk	Torpedo-boat destroyer	300	6	6,300	Lt.-Com. H. D. Adair-Hall
Virago	Surveying ship	620	—	450	Lt.-Com. F. A. Royle
Waterwitch	T.B.D.	590	—	7,500	Lt.-Com. C. Seymour
Welland	Torpedo-boat destroyer	300	6	5,000	Lt.-Com. G. B. Hartford
Whiting	Gunboat	195	2	890	Comdr. J. C. Barrett
Widgeon	Gunboat	150	2	550	Lt.-Com. M. B. Blackwood
Woodcock	Gunboat	150	2	550	Lt.-Comdr. G. F. Mulock
Woodlark	Gunboat	150	2	550	Lt.-Comdr. G. F. Mulock

Flagship of Admiral Sir A. L. Wmslow, K.O.B., C.V.O., C.M.G. En route.

Submarines:—

No. 30,	Lieut.-Comdr. Godfrey Herbert	West River.
No. 37,	Lieut.-Comdr. A. A. L. Fenner	West River.
No. 38,	Lieut.-Comdr. J. R. A. Codrington	West River.
T.B. 035,	Lieut.-Comdr. Woodward	West River.
T.B. 036,	Lieut.-Comdr. Murphy	West River.
T.B. 037,	Lieut.-Comdr. Nicol	West River.
T.B. 038,	Lieut.-Comdr. Seymour	West River.

AMERICAN.

Name	Class	Tons	Guns	I.H.P.	Commander
A-2	Submarine	—	—	—	Ensign M. C. Murray
A-4	—	—	—	—	Lieut. E. D. McWhorter
A-6	—	—	—	—	Ensign J. C. Van de Carr
A-7	—	—	—	—	Ensign C. M. Yates
Albany	Protected cruiser	3,430	10	7,500	Commander M. L. Bristol
Bainbridge	Torpedo-boat des.	420	7	8,000	Lieut. C. S. Graves
Barry	Torpedo-boat des.	420	7	8,000	Lieut. R. Hill
Callao	Gunboat	243	8	250	Lieut. S. W. Calk
Chauncey	Torpedo-boat destroyer	420	7	8,000	Lieut. F. J. Fleischer
Cincinnati	Protected cruiser	3,183	11	10,000	Com. S. S. Robinson
Dale	Torpedo-boat destroyer	420	7	8,000	Ensign J. L. Oswald
Decatur	Torpedo-boat destroyer	420	7	8,000	Lieut. B. H. Green
Elcano	Gunboat	620	4	600	Lt. Com. V. S. Houston
Helena	Gunboat	1,302	8	1,988	Com. R. H. Jackson
Holman	Tender-submarine	1,900	6	1,100	Chief Gun. J. Mitchell
Monadnock	Monitor	3,009	6	3,000	Lieut. E. P. Swartz
Monterey	Monitor	4,084	4	5,244	Com. H. A. Wiley
Pampanga	Gunboat	243	8	250	Lieut. C. A. Woodruff
Piscataqua	Gunboat	—	—	—	—
Pompey	Sea going tug	854	2	1,000	Lieut. S. W. Wallace
Quiros	Repair ship	3,085	—	—	Lieut. R. V. Lowe
Rainbow	Gunboat	350	2	208	Lieut. J. W. Schoenfeld
Samar	Cruiser	4,360	14	1,800	Lieut. Comdr. A. N. Mitchell
Saratoga	Gunboat	243	8	250	Lieut. E. D. Washburn, Jr.
Villalobos	Armoured cruiser	8,115	14	17,401	Commander H. A. Bispham
Wilmington	Gunboat	370	8	208	Ensign H. A. McClure
Wompatuck	Gunboat	1,302	8	1,804	Commander W. A. Edgar
	Tug	402	—	650	Chief Boats. P. E. Radcliffe

VESSELS TEMPORARILY ON ASIATIC STATION.

Name	Class	Tons	Guns	I.H.P.	Commander
Buffalo	Transport	6,000	6	3,000	Comdr. C. M. Stone
Colorado	Armored cruiser	13,080	18	23,000	Capt. W. A. Gill
California	Armored cruiser	13,080	18	23,000	Capt. A. S. Halstead
West Virginia	—	13,080	18	23,000	—

Flagship of Rear Admiral W. H. H. Southernland

GERMAN.

Name	Class	Tons	Guns	I.H.P.	Commander
Emden	Cruiser	3,000	22	13,500	Capt. v. Restorff
Gneisenau	Armoured cruiser	11,000	36	20,000	Captain v. Ussler
Itis	Gunboat	900	12	1,300	Comdr. v. Gollern
Jaguar	Gunboat	900	12	1,300	Comdr. Vanselow
Leipzig	Cruiser	3,250	24	11,000	Capt. Behncke
Luchs	Gunboat	900	10	1,350	Comdr. Bendemann
Nurnburg	Cruiser	3,400	22	13,200	Capt. Moraberg
Otter	River gunboat	—	—	—	Capt. Lieut. Jantzen
Scharnhorst	Flagship	11,000	36	20,000	Capt. Rosing
S. 90	Torpedo-boat	400	8	6,500	Capt. Lnt. Berenberg
Taku	Torpedo-boat	280	4	6,000	Obt. z. S. Olsson
Tiger	Gunboat	900	10	1,350	Comdr. Luppe
Tsingtau	River gunboat	223	4	1,300	Capt. Lnt. Erhr Firoks
Vaterland	River gunboat	223	4	500	Obt. z. S. Prinz

FRENCH.

Name	Class	Tons	Guns	I.H.P.	Commander
Dupleix	Armoured cruiser	10,014	30	20,000	Capt. Vergos
Kleber	Armoured cruiser	9,700	12	10,000	Capt. Gours
Dedidee	Gunboat	645	10	1,000	Lieut. Vandier
Argus	River gunboat	180	6	570	Lieut. Dordet
Vigilante	Gunboat	123	7	500	Lieut. de Gerbillier
Peiho	Gunboat	130	—	—	Lieut. Collin
Dondard de Lagree	Gunboat	—	—	—	Lieut. Dupuy Duteims
Lynx	Submarine	—	—	—	Lieut. Bolux
Protee	Submarine	—	—	—	—
Styx	Armoured gunboat	1,703	10	1,700	Lieut. Guillaume-Louis
Fronde	Destroyer	350	7	303	Lieut. Aurillac
d'Iberville	Destroyer	130	7	300	Capt. de Frigate Bomieux
Pistole	Destroyer	307	—	300	Comdr. de Marquessac
Mousquet	Destroyer	307	—	300	—
Manche	Surveying-ship	1,625	10	9,000	Com. Voisin

Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.

Flagship of Commodore Boucaut, Commanding the local defence Indo-China.

Eleven torpedo-boats at Saigon and Tonkin.

PORTUGUESE.

Name	Class	Tons	Guns	I.H.P.	Commander
Macedo	Gunboat	190	—	—	Capt. Martins
Dacia	Gunboat	190	—	—	Comdr. J. Milheto

MARKET PRICES.

Hongkong, June 7, 1912.

BUTCHER MEAT.

Item	Price
Beef Sirloin & Prime Cut, — Mei Lung Pa	1b. 20
" Corned, — Ham Ngau Yuk...	20
" Roast, — Saita	20
" Breast, — Ngau Lam	10
" Soup, — Tong Yuk	15
" Steak, — Ngau Yak Pa	20
" do. — Sirloin Coton — Ngau Lau	30
" Sausages, — Ngau Chaung	24
Bullock's Brains, — Know	por set 9
" Tongue fresh, — Ngau Li	each 45
" Corned, — Ham Ngau Li	80
" Head, — Ngau Tan	80
" Heart, — Ngau Sum	12
" Hump, Silt, — Ngau Kin	18
" Feet, — Ngau Kuek	0
" Kidneys, — Ngau Yi	9
" Tail, — Ngau Mei	12
" Liver, — Ngau Kon	1b. 12
" Tripe (undressed), — Ngau To	0
Calvo Head & Feet, — Ngau Yuk	set \$1
Mutton Chop, — Young Poi Kwat	1b. 22
" Leg, — Yeung Poi	22
" Shoulder, — Yeung Shau	20
" Pigs Chindings, — Chu Chong	per set 24
" Brains, — Chu Know	1b. 12
" Feet, — Chu Kark	15
" Fry, — Chu Chak	25
" Head, — Chu Tau	each 13
" Heart, — Chu Sum	0
" Kidneys, — Chu Yiu	1b 30
" Liver, — Chu Con	20
Pork, Chop, — Chu Pai Kwat	20
" Corned, — Ham Chu Yuk	24
" Leg, — Chu Poi	15
" Fat or Lard, — Chu Yau	each 6
Sheep Head and Feet, — Yeung Tau Kark	each 6
" Heart, — Yeung Sum	0
" Kidneys, — Yeung Yiu	1 24
" Liver, — Yeung Con	20
Smoking Pigs, To Order, — Chu Chai	22
Suet, Beef, — Sang Ngau Yau	22
" Mutton, — Sang Yeung Yau	20
Veal, — Ngau Chai Yuk	20
" Sausages, — Ngau Chai Chaung	20

POULTRY.

Item	Price
Chicken, — Kai Chai	1b 32
Capon, Large, Small, — Sin Kai	32
Ducks, — Ap	27
Doves, — Pan Kau	each 1
Eggs, Hen, — Kai Tan	per doz 24
Fowls, Canton, — Kai	1b 36
" Hainan, — Hoi Nam Kai	32
Geese, — Ngai	24
Goose, Wild, — Shing-ho Yea Ngai	pair 1
Musk Deer, — Wong Keng	each 1
Hare, Shanghai, — Lu Chai	1
Partridge, — Cho Khoo	pair \$ 1
Pheasant, — Shan Kai	each 30
Pigeons, Canton, — Pak Kup	28
" Hoihow, — Hoi How Pak Kup	28
Quail, — Un Chun	dozen 28
Rice Birds, — Wo Fa Cheul	each 1
Snipe, — Su Choy	1b. 65
Turkeys, Cook, — Phor Kai Kung	40
" Hen, — Na	1
Wild Ducks, S'hai, — Shang hoi Sui Ap	1
Teal, — Sui Ap Chai	1
Wild Ducks Canton, — Sang Shing Sui Ap	1

FISH.

Item	Price
Barbel, — Ka Yu	1b 9
Bream, — Bin Yu	17
Canton Fresh Water Fish, — Hoi Sin Yu	17
Carp, — Li Yu	20
Catfish, — Chik Yu	19
Codfish, — Man Yu	18
Crabs, — Hai	20
Cuttle Fish, — Muk Yu	15
Dab, — Sa Mang Yu	20
Dace, — Wong Mei Lun	20
Dog Fish, — Tit Tu Sa	15
Eels, Congor, — Hoi Mann	17
" Fresh water, — Tam Sin Yu	28
Eels, Yellow, — Wong Sin	30
Frogs, — Tien Kai	66
Garoupe, — Sek Pan	12
Gudgou, — Pak Kap Yu	18
Herrings, — Tao Pak	32
Halibut, — Cheung Kwan Kup	18
Labrus, — Wong Ka Yu	25
Loach, — Wu Yu	24
Lobster, — Lung Ha	28
Mackerel, — Chi Yu	32
Monk Fish, — Mong Yu	22
Mullet, — Chai Yu	20
Oysters, — Sang Hoo	15
Parrotfish, — Kai Kung Yu	15
Perch, — Tau Loo	8
Pike, — Fa Paw Pong	32
Plaice, — Pan Yu	24
Pomfret, Black, — Pak Chong	48
Pomfret, White, — Pak Chong	48
Pommes, — Ming Ha	15
Ray, — Pa Pa Sa	15
Rock Fish, — Sak Ka Kung	15
Roach, — Oun Yau	15

肉食

Item	Price
Salmon, — Ma Yan Yu	1b 22
Shark, — Sa Yu	9
Skate, — Po Yu	10
Shrimps, — Ha	23
Snapper, — Lap Yu	21
Soles, — Tat Sa Yu	18
Tenok, — Wan Yu	22
Turbot, — Cho How Yu	52
Turtles, small, fresh water, — Kork Yu	—
White Bat, — Ngau Yu Chai	—

FRUITS

Item	Price
Almonds, — Hung Yau	1b. 28
Apples, (California) — Kan San Ping Kho	25
" (Ohio) — Pa Chan Ping Kho	10
" Small, — Hoi Tong	—
" Custard, — Fan Lai Chi	each 1
Bananas, fragrant, Canton, — San Shing Heung Chiu	1b. 4
" (brides), Macao, — San Heung Chiu	—
Chestnuts, Chinese, — Fong Lut	—
Carambola, — Yeung Tuo	—
Cocconuts, — Yeh Tuo	each 10
Lemons, China, — Ning Moong	10
" American, — Kun San Ning Moon	—
Lichees Dried, — Lai Chi, small Stone	1b 25
" Fresh	12
Limes, (Saigon) — Sai Kung Ning Moong	each 12
Mango, Manila, — Lai Sung Mong	12
Mangosteens, — San Chuk Tse	doz 25
Oranges, (Canton) — San Shing Tim Ching	1b 25
" Sweet	30
Pears, (American), — Kam San Shoot Lay	—
" (Canton), Cooking, — Sa Lay	15
Peanuts, — Fa Sang	10
Persimmons Large, — Hung Chio	—
Pine-apples, 1st quality, — Poon Ti Paw Law	each 10
" 2nd	—
Plantain, — Tai Chon	1b. 8
Plums, — Swatow, Hung Lai	—
Pumelo, Siam, — Chim Lo Yau	each 30
" Shanghai, — Lo Kwat	—
Walnuts, — Hop Tuo	1b 14
" Green, — Sang Hop Tuo	—
Water Melon, — (Am.) Kom San Sai Kwa	each 1
" (China) Sai Kwa	—
Grapes, — Sang Po Tai Tse	1b 1

菓子

VEGETABLES, &c.

Artichokes, Shanghai, —Sheung-hoi Ah Chi	1b	—	丁 治竹
Chauk	—	—	澳門金豆
Beans, (French), Macao, — Oh Moou Pin Tan	15	—	上海豆
" (French) Shanghai, — Shung Hai Pin	—	—	芥菜
" Tau	—	—	豆角
" Sprout, — Ah Cho	5	—	紅菜頭
" Long, — Tau Ko	8	—	紅芥
Beet Root, — Hung Choi Tau	each	4	紅柳菜
Brinjals, Green, — Ching Yuan	—	6	菜
" Red, — Hung Ker	—	5	紅茄
Cabbage, Chinese, com, — Kai Choy	—	10	芥菜
Cabbage Red, — Hung Yea Choy	—	8	紅柳菜
Cabbage, Shanghai, — Yeh Chai	—	8	菜
Cane Shoots, bunch, — Kau Shun	—	1b. 8	膠菜
Cauliflower, Large size, — Tai Yoh Cho Fa	—	each	大柳菜
" Medium size, — Cheung Yeh Cho Fa	—	—	中柳菜
" Small size, — Sai Yen Chai Fa	—	—	細柳菜
Carrots, — Kam Shum	—	1b. 8	金麥
Celery, Chinese, — Tong Kan Chai	—	10	唐芹
" English, — Yeung Kan Chai	—	—	洋芹
Chillies Dried, — Gon Lat Chiu	—	20	乾辣椒
" Red, — Hung Far Chiu	—	15	紅花
" Green, — Ching Lat Chiu	—	10	茄
Curry Staff, English, — Kar Lee Chu Liu	—	10	茄 薑 財
Cucumbers, — Ching Kwa	—	2	青瓜
Ritter Squash, — Fa Kwa	—	8	蒜苗
Garlic, — Quas Tau	—	8	蒜苗
Ginger, young, — Sua Tee Keung	—	5	新子
" old, — Lo Keung	—	6	老
Horse Radish, Shanghai, — Lik Kan	—	14	力根
Indian Corn, — Suk Mai	—	each 5	粟米
Lettuce, — Yeung Sang Chai	—	1	生菜
Water Chestnuts, — Ma Tai	—	1b. 6	馬路
" Mandarin, — Kwai Lum Ma Tai	—	8	桂林馬路
Mushrooms, Fresh, — Sang Cho Koo	—	—	生草菇
Mush Melon, — Amer, — Kam-san Hong Kwa	—	each 10	金山
Okros, —	—	b 15	洋菜
Onions Bombay, — Yeung Chong Tau	—	10	生葱
" Green, — Sang Chong	—	8	生葱
" Shanghai, — Shang-hoi Chong Tau	—	8	上海葱
Papaw, 1st qual, — Tai Man Sau Kua	—	each 12	大青瓜
" 2nd Chung	—	10	中青瓜
Paraley, — Kun Cho	—	6	芥菜
Green Peas, — Ching Tau	—	1b. —	青豆
Potatoes, Sweet, — Fan Shu	—	3	甘薯
" Shanghai, — Shang-hoi Shu Tea	—	—	上海薯
" Japan, — Yut Poon Shu Tea	—	—	日本薯
" American, — Fa Ki Shu Tea	—	8	花旗薯
" Foochow, — Foo-chow Shu Tsai	—	3	福州薯
Pumpkin, — Tong Kwa	—	3	冬瓜
Radish, — Hung Lo Pak Tsai	—	5	紅白
Rhubarb (Kresh), — Tai Wong	—	—	大黃
Sage, — Tse So	—	—	紫蘇
Shallots, — Gon Chung Tau	—	8	蔥
Spinach, — Yin Chai	—	4	菠菜
Tomatoes, — Fan Ker	—	8	番茄
Taro, — Wu Tan	—	6	芋頭
Turnips, Panti, (Long), — Lo Pak	—	4	蔴薯
" English, — Yeung Lo Pak	—	2	蔴薯
Vegetable Marrow, — Chit Kwa	—	3	茭白
" (American), — Kam-san Chit Kwa	—	—	蔴薯
Water Cress, — Sai Young Chai	—	10	蔴薯
" Lily root, — Lin Ngau	—	6	蔴薯
Yams, — Fa Shu	—	5	蔴薯

The prices necessarily vary from day to day and the Sanitary Board has no power to compel stallholders to sell at the prices quoted.

BOWEN ROWLANDS
Secretary, Sanitary Board.

COMMERCIAL.

Shanghai Electric Co., Ltd.

The sixth annual meeting of the company was held at Basildon House, Moorgate-street, Sir Alfred Dorr, K.C.M.G. (chairman of the company), presiding.

The secretary (Mr. L. W. Hawkins) read the notice convening the meeting.

The Chairman, in moving the adoption of the report, said that there had been a considerable improvement in the net receipts during the year under review. The accounts showed a profit of £14,139, as compared with £7,583 for 1910, and, including the balance brought forward, the total available balance was £20,773. This had been dealt with by placing £10,000 to reserve for renewals and by writing off £7,472, the item which appeared in the last two balance-sheets under the heading of general expenditure during construction to June 30, 1908, leaving £3,301 to be carried forward. The result for the first four months of this year showed a continuous expansion, the receipts being £22,435, against £17,370 for the first four months of 1911, while the operating expenses for the same period, as nearly as could be estimated, were £7,200, against £1,200. If this improvement were maintained, as was expected, the net receipts for 1912 would show a large advance on the £44,139 obtained during 1911. The expansion which had been going on for some time would necessitate further capital expenditure, principally on additional motors, trailers, and feeder cables. This was now being taken in hand and might cost about £20,000, but as their revenue was largely increasing the board anticipated no difficulty in providing the money, and hoped to replace it later on by a further issue of capital sufficient to repay the bank loan and refund to the company's treasury the large sums spent on capital account, which in present circumstances had to be met out of revenue. Such an issue should release the profits for the payment of a dividend. The company continued to suffer severely from the loss in exchange on converting the native coins in which the fares were paid into Mexican dollars. This cost them £15,477, equivalent to 41 per cent. on their capital, last year. The Peking Decree of May 24, 1910, to which he referred a year ago, was still a dead letter, and they had to wait and see what portion of the large loan now being negotiated with the Powers was to be appropriated by the new Chinese Government towards placing the currency of the country on an equitable basis. The five per cent. royalty on gross receipts had yielded the ratepayers £2,013 in 1911, against £2,337 in 1910, and the directors were still unable to get this royalty reduced to the same basis as Hongkong and Singapore, where only five per cent. on net receipts was payable to the local authorities. He regretted to say that the obligation to maintain roads, of which the company was relieved at the ratepayers' meeting in 1911, had been reimposed as from January 1 last. Notwithstanding the many drawbacks with which they had to contend, the progress made during the year under review and during the first four months of the current year would, no doubt have convinced the shareholders, that there was a considerable amount of vitality left dormant in the undertaking, and that unless any exceptional calamity should fall to the lot of the Settlement a successful issue to their many years of hard work was certain of attainment at no distant date.

Mr. J. S. Haekell seconded the motion.

Replying to a question with regard to the prospects of a dividend, the Chairman said that the board were anxious to pay a dividend, but the revenue had all gone on capital account. The board were doing their best, and with adjustment of revenue and capital account they hoped to be able to make a distribution at no distant date.

The motion was carried unanimously.

Sumatra Rubber Co.

The Sumatra Rubber Culture Company reports that in the past year the rubber cultivation was

extended to 820 bouws, whereof 90 bouws were planted up with Ficus and 80 bouws with Hevea rubber trees, whilst tapping operations have commenced. This year about 10,000 trees are ready for tapping. The coffee cultivation comprises 650 bouws, and a production of 635 piculs Liberia and 266 piculs Robusta coffee was obtained. In 1911 1,122 kilos Hevea rubber were obtained. A profit was made of £28,245, out of which a dividend of 4 per cent. has been declared.

THE NIPPON YUSEN KAISHA.

Business Report.

The Nippon Yusen Kaisha's liners on service during the business period ending March 31 last numbered 70, with an aggregate tonnage of 287,000, in addition to seven steamers held in trust of an aggregated tonnage of 26,000. The number of passengers booked totalled over 79,000, while the cargo carried aggregated about 1,640,000 tons. The mileage covered by these liners totalled 1,600,000 miles.

Coastwise traffic was so brisk that chartered steamers had to be brought into requisition and the goods transported showed a remarkable increase. Passenger booking for Formosa and elsewhere also showed an increase. The result of the service on the Far Eastern and near sea routes was, nevertheless, far from satisfactory. The cargo booked on the Shanghai line fell considerably during the period, owing to the outbreak of the revolutionary disturbances in Central China in October last, while that booked to and from Nanchang and Dairen on the North China service also showed a decrease for the same reason. On the other hand, the cargo booked to and from Tientsin, and on Chosen and Vladivostok services somewhat increased, while the passengers booked to and from Shanghai rose in number considerably.

Europe-Hongkong Route.

As to the European route, two liners were placed on the service in addition to eleven regular liners. Outward cargo from Japan was practically the same as that for the previous period, and this also applied to cargo from Hongkong, the Straits Settlements and Colombo. That from Shanghai markedly decreased owing to the Chinese civil commotion. The import of machinery and other articles for industrial purposes booked on the homeward voyage witnessed some increase. In March last the export trade from England was dull for a time, owing to the coal miners' strike, and one or two liners had to carry bunker coal in the holds on the return voyage. The passengers generally increased, especially the storage passengers booked to Singapore.

Seattle-Hongkong.

In regard to the American route it may be noted that, in addition to three liners on the Hongkong-Seattle service, three liners were used on the Kobe-Seattle service and the route was extended to Hongkong. Thus a fortnightly regular service was maintained between Hongkong and Seattle. On the outward voyage rice and other grain booked to the Pacific coast of the United States showed an increase, while a large quantity of wheat and flour was also booked on the homeward voyage. In short, the traffic on the route, showed signs of recovery from the depression that prevailed in recent years.

Australia-Hongkong.

The traffic on the Australian route scored satisfactory results, the cargo booked to Australian ports from Japan and Hongkong and that booked for Japan and Manila on the homeward voyage both markedly increasing. A large number of Russian emigrants to Australia and Japanese emigrants to Manila were booked.

On the Bombay route, the cargo cargo booked from Japan, Hongkong and Singapore somewhat decreased, and the same was the case with the cotton shipped to China from India. The Indian cotton shipped to Japan, however, radically increased, so much so that the cargo had to be transported by steamers chartered by the Shipping Conference at a loss.

The Calcutta route was inaugurated towards the close of the previous business period, with

four steamers. An additional liner was afterwards put on the route, so that a liner started from Kobe and Calcutta once in two weeks. Fair cargoes were booked from Japan and Hongkong on the outward voyages, and a fair quantity of Rangoon rice was also booked on the homeward voyages, but a certain amount of patience is needed owing to the keen competition in shipping circles.

The Government contracts expired by the end of March on the Shanghai, North China, Chosen, North China, Vladivostok, Hokkaido, and Kobe-Keelung services. The Chosen-North China service was abolished, but the contracts were renewed on all the other lines for a period of three years ending March 31 1915, subject to practically the same conditions as before, though the number of voyages was increased and the amount of subsidy decreased on some lines. In brief, both passenger and goods traffic were brisk throughout all the lines, so that, despite the worldwide increase in the price of commodities and consequent increase in working expenses, the Company was able to secure fairly good business results.

Consignees

AMERICAN-ASIATIC S.S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"INDRAVELLI"

Captain F. St. G. Wise, having arrived from the above Port, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on SATURDAY, 16th inst., at 10 a.m.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 16th inst., will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

SHEWAN TOMES & CO., General Agents. Hongkong, 9th June, 1912. [437]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES. FROM EUROPE VIA PORTS.

THE Steamship

"MONMOUTHSHIRE"

having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 18th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

JIBB, LIVINGSTON & CO., Agents. Hongkong, 4th June, 1912. [418]

FROM EUROPE.

HE H. A. L. Steamship

"SEGOVIA"

Captain Lubet, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 11th June, will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 10th June, at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo—

Ex ss. "Brink" from Bremen.

"Morge" from Gothenburg.

"Germania" from Gothenburg.

"Tralgar" from New-Orleans.

"Carl Gode" from Porto.

"Oldenburg" from Stubea.

"Theresa Marie" from Bremen.

HAMBURG-AMERICA LINE.

Hongkong Office.

Hongkong, 5th June, 1912. [419]

Banks

INTERNATIONAL BANKING CORPORATION.

Depository of the U.S. Government in the Philippines and the Republic of Panama.

Head Office—60, Wall Street, New York. London Office—5, Abchurch Lane, E.C.

BRANCHES: Bombay, Calcutta, Canton, Cebu, Hankow, Hongkong, Kanton, Kobe, London, Lyons, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

EVERY DESCRIPTION OF BANKING BUSINESS TRANSACTED.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for the year at 4 1/2 per annum or for shorter periods, at rates, which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED. MAIL AND TELEGRAPHIC REMITTANCES MADE.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE AND SALE of Stocks and Shares effected.

The Officers of the Bank are bound not to disclose the transactions of any of its customers.

9, Queen's Road, Hongkong. Hongkong, 22nd March, 1912. [19]

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1881.

AUTHORIZED CAPITAL Yen 10,000,000.

Paid-up Capital Yen 5,000,000.

Reserve Fund Yen 17,500,000.

Head Office—YOKOHAMA.

Branches: Amoy, Canton, Hankow, Hongkong, Kanton, Kobe, London, Lyons, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS.

Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI, Manager.

Hongkong, 1st April, 1912. [18]

Consignees

SEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENOLE OH"

FROM ANTWERP, MIDDLESBRO, LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 18th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

JIBB, LIVINGSTON & CO., Agents. Hongkong, 4th June, 1912. [418]

FROM EUROPE.

HE H. A. L. Steamship

"SEGOVIA"

Captain Lubet, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 11th June, will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 10th June, at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo—

Ex ss. "Brink" from Bremen.

"Morge" from Gothenburg.

"Germania" from Gothenburg.

"Tralgar" from New-Orleans.

"Carl Gode" from Porto.

"Oldenburg" from Stubea.

"Theresa Marie" from Bremen.

HAMBURG-AMERICA LINE.

Hongkong Office.

Hongkong, 5th June, 1912. [419]

Banks

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL £10,000,000.

RESERVE FUND £10,000,000.

RESERVE LIABILITY OF PRO. £10,000,000.

COURT OF DIRECTORS: F. H. Armstrong, Esq., Chairman; Andrew Forbes, Esq., Deputy Chairman; G. S. Friedman, Esq., W. L. Patterson, Esq., G. S. Gubbay, Esq., G. H. Lawrence, Esq., F. Lieb, Esq.

CHIEF MANAGER: Hongkong—N. J. STARR.

SHANGHAI—A. G. STARR.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK LIMITED.

HONGKONG—INTEREST ALLOWED. On Current Accounts at the rate of 2 per cent. Annually on the daily balances.

ON FIXED DEPOSITS: For 6 months, 3 1/2 per cent. per annum. For 12 months, 4 per cent. per annum. For 18 months, 4 1/2 per cent. per annum. N. J. STARR, Chief Manager.

HONGKONG SAVING BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 2 1/2 per cent. per annum. Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STARR, Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1858.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000.

RESERVE FUND £1,650,000.

RESERVE LIABILITY OF PRO. £1,200,000.

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened on the usual terms.

FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

W. W. DICKSON, Manager.

Hongkong, 1st April, 1912. [22]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000.

HEAD OFFICE—SHANGHAI.

BRANCHES: Berlin, Calcutta, Canton, Hankow, Hongkong, Kobe, London, Lyons, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

MEYER, N. M. ROTHSCHILD & SONS, THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BRANKE), LONDON AGENT.

DIRECTOR DER DISCOUNT GEBELLSCHAFT.

INTEREST allowed on Current Accounts. DEPOSITS received on terms which may be learned on application.

Every description of Banking and Exchange business transacted.

R. TIMMERSCHIEDT, Manager.

Hongkong, 9th Oct., 1911. [2]

THE MERCANTILE BANK OF INDIA, LIMITED.

PAID-UP CAPITAL £1,000,000.

RESERVE FUND £1,125,000.

RESERVE FUND £582,000.

HEAD OFFICE: 40, Threadneedle Street, London, E.C.

BRANCHES: Bombay, Calcutta, Canton, Hankow, Hongkong, Kobe, London, Lyons, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

AGENTS IN JAPAN: Messrs. Jardine, Matheson & Co., Ltd.

BANKERS: Bank of England, London Joint Stock Bank, Ltd.

EVERY description of Banking and Exchange business transacted.

Stocks and Shares bought and sold on account of Customers. Letters of Credit granted on Agents and Correspondents all over the world.

Interest allowed on Current Accounts at 3 per cent. per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

F. C. WADSWORTH, Manager.

Exchange

Selling.	Buying.
£/T. Demand	4 m/s. L/O
10 d/s	3 m/s. L/O
30 d/s	30 d/s. Sydney & Melbourne
1 m/s.	30 d/s. San Francisco & New York
1/T. Shanghai	1 m/s. Marks
1/T. Singapore	1 m/s. France
1/T. Japan	5 d/s. do
1/T. India	Bar Silver, ready
1/T. Siam	forward
1/T. S. Francisco and New York	Bank of England rate
1/T. Java	1 m/s. do
1/T. Manila	
1/T. Hongkong	
1/T. France	

SHARE REPORT

STOCKS & PAID UP VALUE.	CLOSING QUOTE.	LAST DIVIDEND AND DATE.
BANKS.		
Hongkong & S'hai \$125	\$837 a.	\$15.0. at ex. 1/10 equal to \$24.27 for 4 year ending 31-12-11
	\$84	\$2 equal \$22.33 for 4 year ending 30 June 1911
MARINE INSURANCES.		
Canton \$50	\$225 b.	\$16 for 1910
North China 25	\$140 a.	Interim of 10% for 1911
Union \$100	\$608 a.	Final of \$20 making \$50 for 1910 and Interim of \$30 for 1911
Yangtze 450	\$175	\$12 for 1909 and Int. of \$5 on account of 1910
FIRE INSURANCES.		
China Fire \$20	\$182 b.	\$7 & 1/2 of \$1 for 1910
Hongkong Fire \$50	\$358 sa.	\$7 for 1910
SHIPPING.		
China & Manilla \$25	\$11 a.	\$1 for 1906
Douglas Steamships \$50	\$27 a.	5 p.c. for year ending 30-6-11
Steamboats \$15	\$272 b.	Dividend of \$1 for half year ending 31-12-11
Indo-China (Preferred) 45	\$62 b.	8% final making 6% for 1908 6% div. for 1909 on preferred shares
(Deferred)	108 1/2	15 2/6 per share Coupon No. 16 for 1911
"Shell" Transports \$1	\$11 b.	Div. 7 p. c. for year end. Dec. 5 p. c. long 80.4.11
"Star Ferry" \$10	\$84 b.	
	\$5	
REFINERIES.		
China Sugar \$100	\$118 a.	\$10 for 1910
Lakon Sugar \$100	\$81 b.	\$8 for 1897
MINING.		
Chinese Engineering \$1	86 1/2	Interim of 1/- on account for year ending 28.2.11 (Coupon No.16)
Tronohs \$1	75 1/2	
Ranb \$1	64	1s. 2d. per share on 150,000
DOCKS, WHARVES, & GROUND.		
Kowloon Wharfs \$50	\$60 b.	\$8 for year ending 31.12.11
H. K. & W'poa Docks \$50	\$48 a.	\$1 final dividend for year 1912
Shanghai Docks T. 100	1.50	The 2 1/2 for 1910
Hongkow Wharfs T. 100	1.00	Final of The 4 for 1910
LAND, HOTELS & BUILDINGS.		
Anglo French Lands T.100	1.94 b.	The 6 2/3 2-10
Hongkong Hotels \$50	\$111 b.	\$3 on old shares \$1.00 on new shares for half year 31-12-11
Hongkong Lands \$100	\$72 b.	Interim div. of \$4 for 1911
Humphreys Estates \$10	\$72 b.	40 cents for 1911
Kowloon Lands \$80	\$34 b.	\$2.75 for 1911
Shanghai Lands T. 30	T.86	5% for half year to 30-6-11
West Pointe \$50	\$54 b.	Interim div. of \$2 for 1911 and final of \$2 making \$4.00 for 1911
Manila M'pole Hotel P.10	P.8	15 per cent. for 1910
COTTON MILLS.		
Eweo T. 50	T.87	T4 for year ended 31-10-10
Hongkong Cottons \$10	\$5 a.	T7 for year ended 20-12-10
MISCELLANEOUS.		
China-Borneo \$12	\$94 a.	50 cents \$1.7-08
Light & Power \$10	\$12.10 a.	\$1 for 1911
Do. (Spec. shares) \$1		
China Provident \$10	\$84 a.	70 cents for 1911
Dairy Farms \$8	\$23	\$1.25 for year end 31-7-11
Green Islands \$10	\$44 b.	40 cents for 1911
Hongkong Electric \$10	\$22 a.	\$1.40 per share
Hongkong Ice \$25	\$210 b.	Final div. of \$10 for year ending 31-12-11
Hongkong Rope \$10	\$19	\$1 interim account 1911
Langkats 5. 10	T.68 b.	Special bonus T.2 15-1-11
Morning Post \$25	\$22	Interim div. T.1 15-3-11
Peak Tramway \$10	\$11 a.	Interim div. T.1 15-6-11
Do. (new) \$1	\$11.10	Interim div. T.1 15-9-11
Philippine \$10	\$5 b.	None
H. Price & Co., Ltd. \$10	\$125	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30-4-12
Societa del Preferred \$50	\$85	None
Palp es et paid up \$50		\$1.50 for 1910
Papierman de Tonkin Benef \$250		First year
Shanghai Sumatra T. 20	T.110	No dividend this year
Steam Laundry \$5	\$12 b.	50 cts. for year ending 30-6-11
United Asbestos Oriental Agency, Ltd. \$10	\$10	15 per cent. per ordinary share for year ended 31-5-1911
United Asbestos Foundry Shares \$10	\$200	
Union Waterbat \$10	18 b.	75 cents per share for year ending 31-12-11
Weismann, Ltd. \$10	\$15 b.	10 per cent. for year ending 31-7-10
Waiwaa \$10	\$1 b.	30 cents for 1910
Wills's Powell \$1	\$1	
JOHN HOBNEY		

